

Editorial JOURNAL BOX

VOLUME 31

ISSUE 151

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EDITORIAL

Well, it is getting near that time of year again, when we put in our orders to that rotund gentleman with the long white beard and red suit.

As my 'other birthday' has not brought me any extra mail, I guess that an order to the gentleman in red may be worth a try.

I would like to have all the January/February 1983 Journal material as early as possible, as I will be going to Queensland for a fortnight in January, and I guess there will be a few others taking a holiday over that period. There will also be the last minute preparations for the Victorian Branch Exhibition in March 1983 to keep a few of us occupied in whatever spare time we can scrounge.

May you all have a safe and happy holiday season, and let us hope that the next year will see us all making further progress on our chosen way.

Rex Little
Editor

ON THE COVER

NORTH BRITISH 0-4-2T

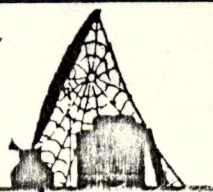
27 ton, Tank Rack Locomotive No 5 ex Mt Lyell Mining and Railway Co Ltd, Tasmania.

'Puffing Billy' Museum, 4 July 1971.

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THE SECRETARY'S DESK



Well I guess opinions will vary on Issue 150, but personally I think, taking into consideration all the factors, for a first attempt the results were not too bad. This issue should be quite an improvement and with familiarity with all the equipment we will soon be getting a first class product.

Coming onto a subject which is not studied in depth by the majority of members - the Constitution of the Association. It has been drawn to our attention that certain clauses in the Federal and State Constitutions are in conflict, so accordingly we have submitted all the matters for legal opinion and the suggested amendments have now been received.

This will need some clauses in Section 12 of the Federal and clause 4 of the State Constitutions being rewritten.

Research has shown that the NSW Branch drew up a constitution and submitted this for approval to the Federal COM before there was anything mentioned about branches or sub-branches in the Federal one. Apparently clause 4 was inserted in anticipation of the Federal one being revised, which eventually, in a manner, was.

After the State branches have studied copies of the legal opinion, steps will have to be taken for all members to vote on the proposed changes - this should clarify the position of branches and sub-branches and their functioning.

When I was slicing up the account forms, I realised I had not printed 'Please return account with remittance' on the form and sure enough quite a number are failing to do so. These are required for double checking purposes in sorting out financial members at the end of each month, and preparation of mailing and membership lists. They

do not have to be retained by members, as the membership card sent out is a receipt actually and the number printed on same is the receipt number and not a membership number as some think.

To get some of our membership information sheets under way, we would like listings from each State of the whereabouts of the various museums, steam, tram or general transport or technical museums, whether operational or not.

This will be listed under section 4-4 - Tourist Attractions.

Section 4-3 will be Model Railway Clubs and Associations. With both of these we need your help in compiling this information.

Elsewhere in this Journal will be a notice about this being your last issue if your subscription renewal has not been received before the next issue is ready for posting.

We shortly hope to have a new application form available on which we hope it will be quite clear that family membership is \$2 per person and not the whole family as some seem to think and also there must be a senior member before there can be any family member.

The NSW Branch has just completed their annual exhibition, and there have been comments that there were few new layouts on show. The sad story is that it is getting rather an expensive matter to build an exhibition layout these days and also takes time and with the number of smaller exhibitions that have appeared, this could well be a problem in the future. Well presented exhibitions are a boost to the hobby, but sloppily presented ones tend to detract and create ripples.

On behalf of the COM and the Publishing team, we wish all the members the Seasons Greetings and may that wanted

item appear on the layout Christmas morning.

A New Year resolution - send an item to the Editor.

Norm Read

FINAL NOTICE

IF YOUR RENEWAL HAS NOT BEEN RECEIVED IN TIME FOR THE NEXT POSTING, THIS IS THE LAST JOURNAL YOU WILL RECEIVE.

NOTES FROM THE MANAGING EDITOR

This is our second effort at 'DIY' printing and I hope it is better than our first - I don't know yet, of course, because I'm writing this before its printed!

Not that I'm offering any apologies or excuses for the shortcomings in Journal No 150; the photos were not good and the printing faded a bit here and there, but it WAS a first attempt, by people with little or no experience and we DID, at least, get it out ON TIME!

We had problems, of course, our regular Publisher (and 'paste-up' man), Ken Down, was in the USA, so our relief Publisher, Roger Lloyd, had to cope with a new job and some well-deserved holidays (and cope, he did!), and a broken spring in the printer, which could have been fixed in half an hour if we'd known where to look, held up the printing for a week.

However, after receiving our copy from the Editor and getting things organised, the concentrated efforts of Tim Dunlop, Roger Lloyd, Ron Thomas, Jack Treseder and Ken Down (yes, he was back just in time), with a little help here and there by yours truly, prevailed and we produced our first 'baby'.

Advertising rates have been raised, for the first time since 1968; we've lost a couple of advertisers, but some new ones are being lined up and a couple of the 'old hands' have indicated they will update their copy a bit seeing its costing them more, so we might see a few changes and, possibly, some more interesting advertisements in the future.

Sub-editors have been appointed in all States to collect and forward copy to keep the Editor busy; their names are shown in 'Credits', so you will know who to blame if there is no 'State News'.

Although I know I'm repeating myself, I must remind you that a lot of effort is being expended by a few, for YOUR benefit, so come on, members, put a pen to paper, WE haven't time to write as well as print it!!

Gordon Duncan

NOTICE

This publication accepts no responsibility for the accuracy or reliability of articles or advertising contained herein, statements made or opinions expressed in papers or discussions, nor do we necessarily subscribe to the views expressed by the contributors.

Neither is any guarantee implied or expressed as to good conduct or practice of advertisers contained herein. This publication reserves at all times the right to refuse acceptance to all matter considered unsatisfactory for publication.

A.M.R.A.

HON. LIFE MEMBERS

up to 1982

Tim Dunlop
Margaret Dunlop
Alan Wilson
Rick Richardson
Arthur Harrold
Jack Treseder
Cedric Rolfe

Faith Dean
Ernie Dean
Norm Read
Rex Little
Maurie McKinnon
June Dunn
Stuart Westerman
Bob Gorrell

THE 'VALHALLA EXPRESS'

AN EXHIBITION EXERCISE WITH A DIFFERENCE

by Terry Paton

HISTORY

Immediately prior to the May 1982 Brisbane Model Railway Exhibition, the Queensland Branch was faced with the formidable task of refurbishing its new 'home' at South Brisbane Railway Station and also the complete rebuilding of the exhibition layout as the base component of AMRA's display.

During and up until the almost eleventh hour of this very demanding period of activity, was the consideration that a positive effort should somehow be made to provide an exhibition example of model railways specially for children.

Short notice and very hurried discussion took place resulting in yours truly voluntarily laying his greying head upon the chopping block, while assuring the grinning axeman that a positive result would be forthcoming.

Profoundly disturbed at the thought of having my dismembered remains permanently incarcerated in the moulding vaults of Valhalla Castle, I hurried home accompanied only by a fast evolving 5% graded track plan which, when finished, would hopefully cause many small eyes to grow in wonder.

The following morning saw the workshop, front lawn and flower beds and sleeping cat covered in a glorious snow storm of polystyrene foam. Thus the Valhalla Express was conceived. Ever mindful of the wrath of the Gods and the potential results of their steel-wielding craftsmen, I adopted that classical pose of reversing two body orifices for the duration of the VE's construction.

One hundred and twenty hours and four weeks later, the Valhalla Express

was born on the evening prior to Exhibition day! A hell of a gestation period, but at least with happy results.

OBJECT

To provide a working layout designed specifically for children and to be perceived, appreciated or judged by immature eyes, imagination and levels of reality. But most importantly of all, to provide a facility which would allow the children AND parents to participate and become personally involved in the magical pleasures of model railways.

CONCEPT

An imaginary 'Alpine' scene with the maximum possible gradient and track length, which by virtue of its need to twist, turn and spiral in and out of tunnels would challenge a small mind to anticipate the train's route. Thus capturing the attention and imagination by the 'built-in' elements of surprise.

OPERATIONS

A simple point to point system with reverse loops and semi-automated, to allow the children to 'drive' the



A Terry Paton poses beside his work of art. Jim Fangies built the castle and Mike Mawson helped with all the other structures. The top balloon loop is on the left while the bottom loop is at the right.

train on one journey up the mountain and one down by simply pressing the 'UP' or 'DOWN' button.

SPECIFICATIONS

SCALE - HO_n2½; SIZE - 1800 x 750 x 400 mm; TRACKWORK - PECO 009 x 10 metres; CONSTRUCTION - Expanded polystyrene foam with light timber grid base; TOTAL WEIGHT - 5 kgs (yes its true); CONFIGURATION - point to point with reverse loops incorporating two bridges, one viaduct and three tunnels with 5% graded sections; ROLLING STOCK - Lilliput; BUILDINGS Vollmer and Kibri; FIGURES Preiser; BASIC SCENIC MATERIALS P.V.A. paints, basalt ballast, lichen, 'Scotch' cleaning pads, floor tiles (tunnel portals) and wire.

COMMENTS

The response to the little layout by both children and parents alike exceeded all expectations. The demand at times having the potential for an infantile Falklands conflict, with opposing factions jealously jostling for positions and occasionally aiming the most venomous looking visual missiles with deadly accuracy.

In model railway terms a true step forward was marked by the exercise and in many respects, it was a minor triumph for the Queensland Branch.

After many years of enduring the frustrations of the lack of a workable home-base, the acquisition of the South Brisbane Clubrooms had the effect of both panacea and laxative. The resulting restored vigour and interest combined as the basic ingredients to finally fill many exhibition gaps which had been so painfully obvious to many for far too long. The long standing need to cater for children's needs was well recognised and everyone concerned realised that if the VE COULD be constructed in time, it would not only help raise the exhibition standards, but would largely assist in exorcising the old bogey of - "LOOK BUT DON'T TOUCH"!

It should be noted that the success of the VE was the direct result of MANY people's efforts. But the constraints

under which it was built and operated was largely made possible by the understanding and generous assistance given by two of Brisbane's well-known model railway suppliers - Clive McTaggart of Austral Modelcraft for help with the Peco trackwork and Carl Marten of Model Railroad Supplies for help with the Lilliput rolling stock.

The VE features two stations of different design, which in themselves are scenes of a fair amount of activity. It is significant and should be noted that the children AND adults alike displayed the most uncanny and rewarding ability to spot even the most remotely located figure or figures.

The parents, particularly the mothers, without soliciting, indicated the significance and charm of all the 'little people' as being a vital ingredient in bringing the layout to life.

The VE will again be featured in 1983 and will undergo further scenic work. It will also be brought very much MORE to life with hordes of little people, some of whom will be engaged in the most surprising activities.

Now there's food for thought!

Anyone wishing to have more detail on construction or other aspects of the VE are more than welcome to contact me personally at -

Box 896

Queensland Agricultural College

LAWES Qld 4343

If required, I would be willing to provide colour prints of the layout.



B The bottom station with train passing through on the level above.

SNIPPETS FROM "GREENBOARD"

MODELLING THE QUEENSLAND RAILWAYS IN THE AMRA

by S Malone

Major QR modelling started back in the 1950s when Steve Suggit and Jim Fangies built some QR models for the Queensland Railways in Sn3½. In those days, all that there was available easily was in the HO and O scales, so it was logical to make use of what was easy to obtain. By using HO and OO parts on the 16.5 mm track and a 1/64th (3/16" = 1 foot) scale, Sn3½ started in Queensland. The first locomotives built included a 1150 class and a 1200 class, both using Romford power bogies. Steve Suggit continued to build rolling stock for the QR displays; these models being used at QIF, RNA and hobby shows during the 50s and 60s. Sn3½ grew in AMRA during these years, but the serious scratchbuilding needed, prevented outstanding progress or involvement.

In the late 60s and early 70s, the HO scale was growing as far as Australian Railways (mainly NSW) was concerned. Many modellers took on HO modelling instead of the difficult Sn3½. It was found that QR modelling could be done along side using the HOn3½ scale, which used IT scale track (12 mm). However, as Triang IT was the main source of parts, supply was limited and greatly hindered this scale as parts became scarce. Jim Fangies played a big part in promoting this scale and many moulds and modelling aids were produced. With some European manufacturers taking on the IT scale recently, things are looking much brighter as far as rolling stock parts are concerned.

In the late 70s, some modellers dropped out of HOn3½ and took on Sn3½ or ITn3½. ITn3½ (1/120th) uses N scale track (9 mm) and is being pioneered by Geoff Perkins within the Branch. Geoff is having much success with this

scale as a large range is available as far as N scale parts is concerned. While in Sn3½, the ever-increasing range of HO and OO parts makes this scale much easier than in early days.

In each scale in AMRA, the aim is to help each other and do it as cheaply as possible. Members share experiences, problems and ideas which helps prevent time consuming and costly mistakes. Items needed for QR modelling - plans, photos, moulds, tools and modelling aids are shared between modellers in each scale and also in between scales.

THE Sn3½ SCALE

1/64th 3/16" = 1 foot

16.5 mm track gauge

Steve Suggit is the founder modeller in this scale; his fine models have been admired by many for over 20 years.

However, most found his standard of modelling workmanship very high, and it was very easy to lose interest when one didn't have the patience, skill and tools to match. So the thing to do was look into the HO and OO scales for something suitable to convert into something Queensland. Recently the range of HO and OO rolling stock has increased in a great way and this has made QR modelling in Sn3½ so much easier. Lima's 2-8-2 suits the AC16 and proposed CC17, while Lima's NSW C38 fits QR's pacifics (B18¼ and BB18¼) very nicely. The Lilliput 4-6-4 French tank locomotive suits the suburban tank loco - D17 and DD17. But when we come to the 4-6-0s (B15 and PB15) and the 4-8-0s (C16, C17 and C19), there isn't much to offer. Here scratchbuilding a mech is necessary, but parts from Romford and others makes it easier than you think. However, we are looking into some Piko European

locos (HO) at the moment in search for a mech for the 4-8-0s. New bodies have to be made for the mechs out of brass or styrene - whatever is your preference.

Diesel locos are the easiest and cheapest. Styrene bodies are fitted onto commercial mechs - cheap mechs are available for all QR diesel classes. Some examples are: Mainline 1Co-Co1 Class 45 suits 1150, 1200, 1270, 1450, 1460, 1502, 1550, 2100, etc. The Airfix A1A-A1A class 37 suits 1600, 1620, 1300, 2350. Lima NSW 44 class suits 1170, 1600. Lima 42 class suits 1700, 1720. The Athearn Sw1500 (Cow) suits the DH and the Lima 07 (0-6-0) can be adapted for the DL. Many of these mechs have dummy bogie side frames which can be removed and replaced with correct types.

As with other QR scales, wagons and carriages are made from wood, card, styrene, metal - whatever suits you. Nowadays styrene is the most popular medium to work with, while popular or difficult types can be cast with Plasti-bond in silastic rubber moulds. Standard OO and HO bogies suit most rolling stock. Wagon moulds made recently include QLX, BLC, KSA, HWA, ALG, VTS, VJM. For passenger cars, there are the wood suburban cars and 'sunshine' cars - BL, AL and FBS.

One problem with this scale is the large size compared with HO and OO. Larger clearances and curves are needed. A good minimum curve radius is 30" - a good average being 36". If you want to run EMUs, you'll need over 48" radius curves!

WINNING

by Bill Cooper
(Federal Modelling Competition Judge)

Producing a contest winning model is a great thrill, yet contest modelling is very much a spectator sport. Only a handful of modellers enter such contests - often reluctantly - despite the fact that modelling - the creation in miniature of some real or imaginary full size scene - is a function basic to the hobby. Why are people loathe to enter contests? Probably the fear of not winning. Fear, that is, in the psychological sense. Fear that the immense self-satisfaction gained by creating something will be debased by the indifference or critical observation of others. This fear is, of course, unfounded. Contests promote keen interest and discussion, of special benefit to the entrants themselves, as well as indicating the local state of the art, spreading new techniques and ideas and, most importantly, inspiring onlookers to do something themselves.

What constitutes a potentially contest winning model? Well, the first and most important ingredient is inspiration. Inspiration to produce in miniature something that does, did or could exist in full size. The foundation on which inspiration is built is experience. Not so much modelling experience though, of course, this helps, mainly in speed of construction and technique. (Nevertheless, first timers have built some superb models - it just takes longer.) Rather more important is experience of the prototype, either directly by observation or indirectly via the plethora of excellent books and magazines available today. Beautiful colour reproductions, in particular, facilitate prototypical finishing. The importance of research cannot be over emphasised. Too many modellers model from a model - perhaps after a feature in a modelling magazine. Just as a photocopy of a

photocopy is less distinct than the original, so too is such a model.

Once inspired, the next important ingredient is determination - both to finish and not to compromise on quality. If a part is substandard, then discard it and make another.

These qualities of inspiration and determination are not unique to contest models - any satisfactory modelling requires them. It could be that some model built years before, without any contest entry in mind, could acquit itself well. This is not uncommon and the entrant is almost invariably surprised and delighted.

Contest entries are grouped into categories - scratch and kit based - and subcategories - locomotives, rolling stock and structures. Oddly enough, the least entries are in those categories with potentially the least involvement of inspiration, time and patience. Kit based structure, for instance, has little support. Surely this is the area in which to gain contest experience and inspiration for future winning models.

Once motivated to enter a model, what can one do to maximise its qualities? The answer is PRESENTATION.

Presentation has two components - documentation and display.

Too many modellers keep the research that has gone into their pride and joy to themselves. Though judges can reasonably be assumed to have a modicum of experience, it is really incumbent on the entrant to inform the judge just what it is that has been modelled AND to show that it conforms to prototype (even if imaginary, i.e. freelance). Some documentation assists the judge, and, consequently, the entrant. Photocopies of photos and a plan are an asset, as is some brief documentation covering two aspects:

- 1 A declaration of prototype.
- 2 General constructional details.

For example

PROTOTYPE

Emu Bay Railway weed killer car,

as at 20 May 1950

SCALE

Sn3½

CONSTRUCTION

Started with HO scale Rivarossi Big Boy. Removed everything that did not resemble Emu Bay weed killer car. Petrol engine from Tamiya Tiger Tank kit. Additional details in matchsticks and stainless steel.

FINISH

Floquil and gunge from prototype.

REFERENCES

Photos in Women's Weekly, 10 June 1950, plans from the Nursing Mother, December 1950 (photocopies of the same included).

It is also worthwhile to include details of any significant features and, especially in a scratchbuilt model, to list commercial fittings used. The ideal amount of documentation lies somewhere between a filing cabinet of data and the absolute nothing accompanying most entries.

Another neglected aspect of presentation is display. The prototype does not exist in a vacuum, whereas most contest entries do. An exquisite piece of rolling stock gains much from placement of a short length of track and if wired down (around the axles), the small risk of damage is even further reduced. Similarly, structures benefit from a simple base, perhaps of 9 mm chipboard, with foundation and adjacent scenery details. If the structure is a vehicle, then underbody detail may be usefully displayed by mounting on a small mirror with ACC (acetone can later break the joint). The setting could also include people - loungers about a structure; a driver oiling around - though these should be of a quality commensurate with the model. Too often a delightful model is crewed with unrealistic, unmodified commercial figures.

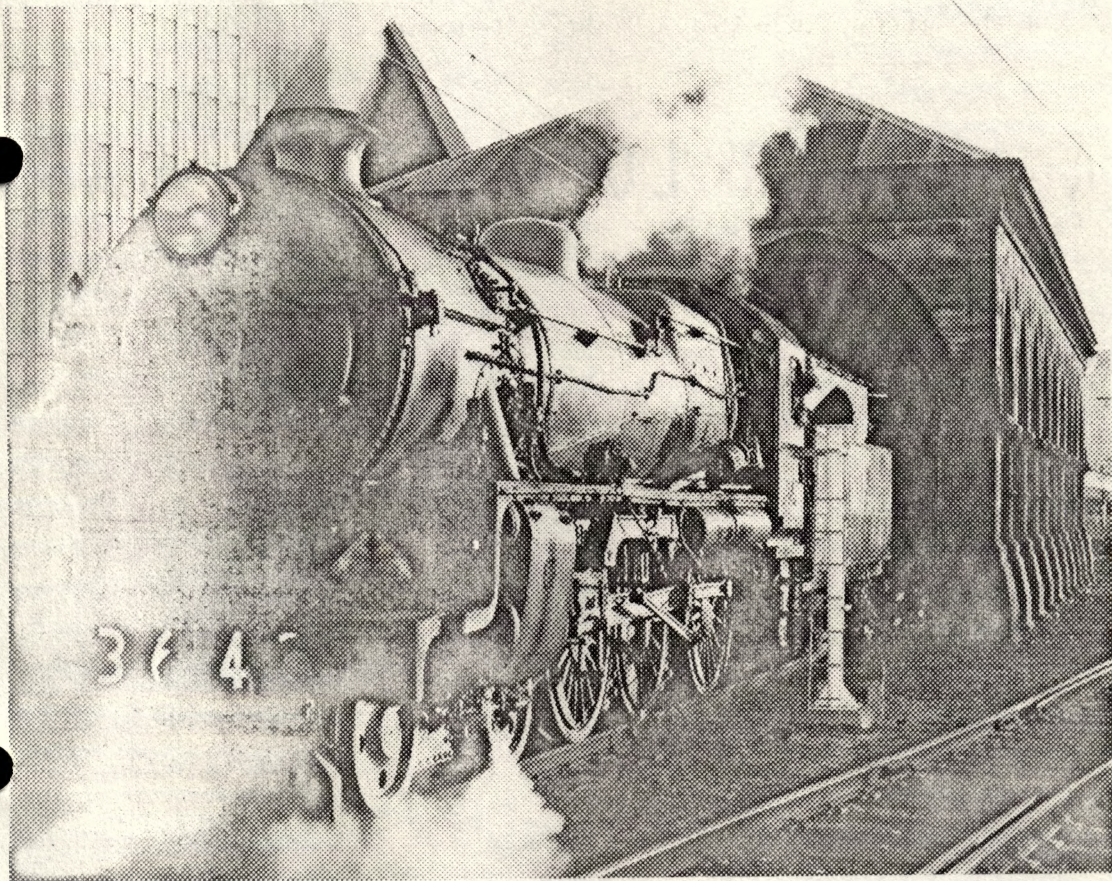
Summarising, then, many more modellers should enter examples of their handiwork in contests. Large entries benefit entrants and spectators alike.

Though not everybody can win, everybody can learn something. Chances of winning can be enhanced by accumulating as much data as possible about the prototype and about modelling technique, the latter aided by doing. A fine model, like a fine painting, deserves a frame, preferably in the form of a simple, unob-

trusive base. Finally, a brief description of just what the entry replicates and of the materials and ingenuity lavished on its construction is a definite plus.

Well, there it is. Good modelling and good winning.

AN OLD HAND REJOINS THE FLEET



The State Rail Authority has welcomed back to its fleet a locomotive which first joined the railways more than 55 years ago.

It is steam loco 3642 which the Authority will operate from Sydney on a monthly basis for fare-paying members of the public.

First trips are scheduled to the Central Coast, followed by similar outings for families to the Blue Mountains and the South Coast. Fares are being kept as low as possible to enable a

large number of people to enjoy the experience of steam travel and then to picnic at its various destinations.

The brilliant green locomotive was first introduced into service with the NSW Railways on 18 January 1926. It was one of 75 C36 locomotives hauling express passenger trains and mail trains throughout the system. They hauled passenger trains until the arrival of the C38 Class in the 1940s.

Locomotive 3642 was rebuilt in 1955 and remained in service, later

being used for goods working until 1969. It was set aside and later moved to the Goulburn Locomotive Depot where staff performed the painstaking task of pulling down the engine, repairing and replacing components and rebuilding the locomotive to enable it to operate again.

In its new role, locomotive 3642 will be hauling passenger carriages again with a capacity of up to 400 people.

During trials, it pulled a train

load of Authority guests on a round trip from Sydney via Moss Vale and Wollongong.

The Chief Executive of the SRA, Mr David Hill, has formed a Steam Operations Committee to supervise the running of 3642. Represented on the Committee are office bearers of the Rail Transport Museum, Thirlmere, where 3642 will be stabled when not in use.

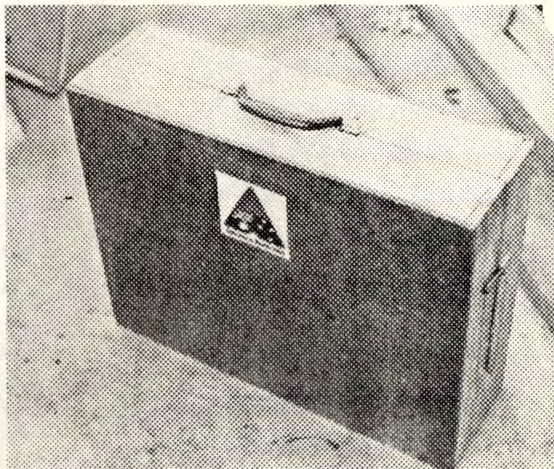
The locomotive will be available for hire to outsiders on approval by the Operations Committee.

A LARGER LOCO CARRY CASE

by Steve Malone

After building some more QR Sn3½ locomotives recently, another larger storage and carry case was needed along the same lines as the one mentioned in Journal No 135 (May/June 1979).

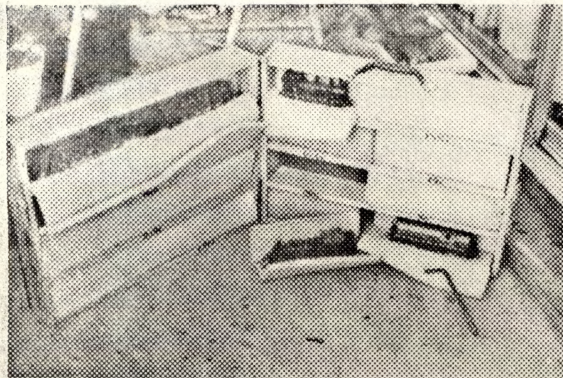
Plans for a larger version were drawn up, this one with four shelves on each side and 18" long to take the QR 4-8-2 + 2-8-4 Beyer Garratt. All timber used was dressed pine 3" x ½" (70 mm x 12 mm) and masonite was used for the sides. Small brass hinges were used. Considering the weight involved with this larger case, a stronger catch system was needed. The suitcase catches seem to be near impossible to obtain these days anyway. A friendly local body builder (Eric Lyon) assisted



here with a short section of aluminium piano hinge normally used in truck bodies. A brass locking pin was fashioned to suit to replace the normal hinge pin.

Internally the models are protected with the slip in and out pouches made out of foam rubber. ½" is used on the sides and ¼" on the bottom, glued together with Aquadhere in the shape of a U, forms the handy and protective individual loco pouches.

An open and shut case for a convenient way to store, protect and transport your rolling stock. I hope the photos of the open and shut case help to show the concept of this system.



GLEN WAVERLEY (VIC) MODEL RAILWAY CLUB EXHIBITION

by Gordon Duncan

The abovementioned Model Railway Club held their 4th Annual Exhibition at Treseder Hall, Glen Waverley High School, Glen Waverley, Victoria, on Saturday and Sunday 16 and 17 October 1982.

Twelve stands were presented, Hylands Bookshop, offering a wide range of model railway books and magazines occupied one, SCMRA another, offering information regarding their Association, copies of AMRM and binders for sale and presenting a nice Australian flavoured diorama featuring VR prototype equipment. The Hobby Shop fraternity were represented by 'Branchline' of Croydon, Victoria, who also incorporated in their stand a well detailed British HO layout, which some people might have remembered from the last AMRA Exhibition.

The balance of the stands were occupied by five HO and five N gauge layouts (two of the latter being on the one stand), all constructed and operated by Club members. Three of the N gauge layouts deserve a special mention as they were presented as being constructed by junior members and their efforts deserve praise. In fact, their operators appeared so junior that they were almost hidden behind their control boards!

The KIKAMUKAU layout presented all Japanese prototype and indicated the variety of motive power and rolling stock of this type that is now available in Australia. The layout also emphasised the skill and dedication of the builder to detail, even the lettering on the buildings was in Japanese symbols.

'BINNS ROAD' attracted the writers attention as he lived, in childhood, not so far from Binns Road, Liverpool, England, and he can't remember anything like it in that area! However, that fact did not detract from a neatly con-

structed layout - the only thing the writer didn't like was the foam underlay under the tracks.

The Glen Waverley Club HO layout certainly provided a variety of prototypes, English and American type buildings, in cardstock and plastic, were noted and motive power and rolling stock of all sorts was on the move.

The writer, at risk of life and limb, dares to suggest, however, that the operation of British, American and Australian prototypes all at the one time is, at least, unprototypical and further dares to suggest that one type at a time, run for a limited period and then changed, might give a better impression.

The N-TRAK layout demonstrated clearly what can be done with modular units constructed with standard interface track alignments, but the sheet size of the layout, coupled with the fact that there were a lot of rather 'bare' areas as far as scenery is concerned, rather lessened the impact of the layout as an entity - one tended to lose continuity by the time the whole thing was traversed. As a counter to that criticism, it must be stated that the layout DID provide what our American counterparts have dubbed 'activity nodes', or, in other words, various separate points of interest right round.

'HO GAUGE' by Michael Dennis was interesting because it provided two different forms of operation, mainline passenger and freight operation, plus a motive power depot, with turntable and a separate logging operation at the back.

'HO TRAMS' by Herb Drury provided a nice combination of train and tram operation (even if the tram did emulate the famed 'Bondi Tram' when viewed),

and, if expanded, could provide the theme for a much larger layout.

The 'OO British Diesel Depot' was interesting for its presentation of the various types of British diesels and for showing what can be done when you can't 'buy it off the shelf'.

As a final comment, could it be said that a greater use of a better scenic medium, such as 'Woodland Scenics' ground cover and foliage material, could vastly improve the scenery on most lay-

outs. Too much of the 'coloured bird-seed' variety was noted, plus quite a quantity of 'bare spots'. (The writer hastens to add that he has no connection with 'Woodland Scenics' or the sale thereof!!)

Overall, a nicely presented small exhibition, well worth the entrance cost, and, in the writer's case, quite a drive on a very wet Saturday afternoon, and it is hoped that not too much offence will be taken over the remarks herein.

Hints, Tips and Queries?

DID YOU KNOW

by Gordon Duncan

That sponge is the ideal thing to wipe your soldering iron on? The ones sold specifically for that purpose are expensive, but do not despair, Safeways, in Victoria anyway, sell a packet containing two sponge-cloths for 55p, which, cut to suit whatever you are going to hold them in and used double thickness to retain moisture, will last you probably 12 months or more, even if you use your soldering iron for some time every day.

That rolling stock properly weighted will run much better and there will be fewer derailments?

The NMRA Standard Weighting Formula is -

$\frac{1}{2}$ ounce per inch of car length with minimum of 1 ounce.

A 'quickie' formula which works quite well is -

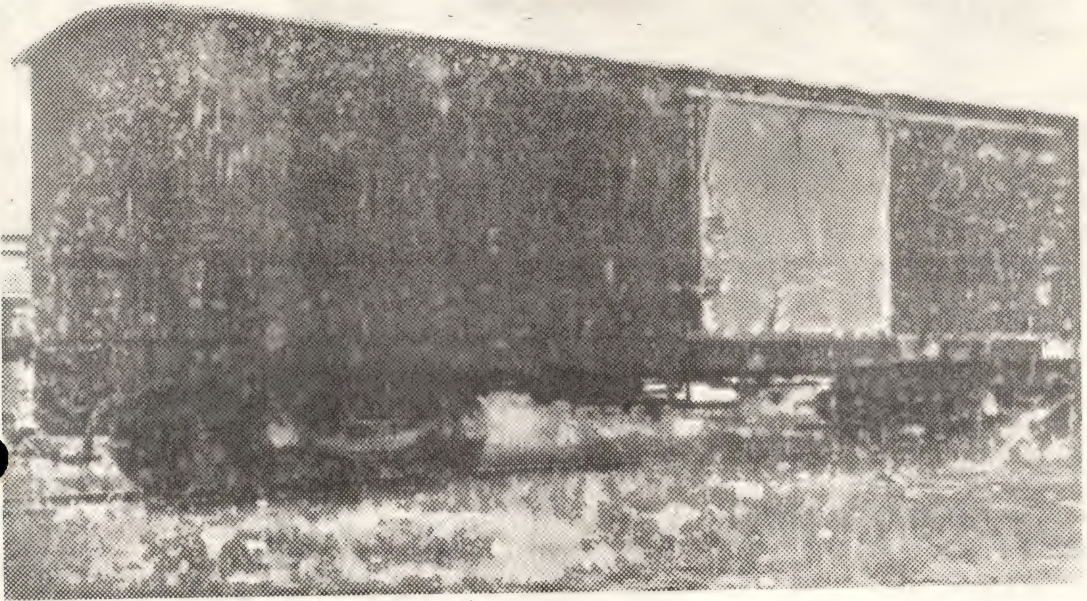
Carbody length in HO feet x 2 = weight of car in grams

Example: 40' car = $40 \times 2 = 80$ grams

Weigh your car and add the required amount of weight, using type metal slugs, sheet lead, sheetmetal or what have you, stuck in place with silicone sealant

That you can buy enough of that essential lubricant - paraffin wax - to last the average modeller for about five years for 85 cents? Look in your supermarket and if you haven't tried it yet, you don't know what you are missing! Use it on your razor saw when cutting anything (stops styrene binding on the blade), on your drills, on all saws when cutting timber, screws, sticking drawers and try some on your router soleplate - see how much easier it moves! Does the same thing if you rub some on the sole of your plane too!!

That the little wooden sticks sold as 'Barbeque Skewers' are extremely useful for lots of things? (Mine came from Safeways and the packet cost 69p.) They are already pointed at one end and if the other end is sharpened to a chisel point they are ideal for applying small quantities of grease to gears, applying paste flux, cleaning out awkward corners without scratching, applying small quantities of adhesive just where you want it, holding down tiny parts while they are soldered together, etc. Other possible uses are fence posts, verandah posts, split and used for fuel for your wood-burners (much better looking than the plastic loads). The packet goes a long way and they are stronger (and longer) than toothpicks.



A banana truck at Golfito, Costa Rica.

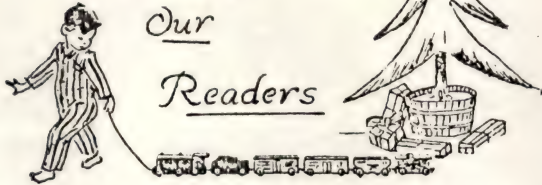
Photo by Frank Peck

Christmas Greetings

To All

Our

Readers



YOU ARE AN EXPERT

May be, in your humble opinion, this is far from true. All the same, you do know a darned sight more than those poor unfortunates who are about to shop for Junior's Christmas trains in the supermarkets. If somebody asks you for advice, explain why it's best in the long run to deal with a professional train trader, like those who advertise in Journal or regularly attend our exhibitions.

Frank Sheeran
Advertising Manager

CLASSIFIED ADS.

Do you have any model railway equipment to buy or sell? Send details to the Editor by the deadline of the 15th of the even month. A maximum of 40 words per item (private members only).

NEW PRODUCTS

Space is available for Australian manufacturers of model railway equipment to advise us of details of new products coming on the market. This is offered as a service to both the manufacturers and our members.



FOR READERS LETTERS

The Editor
AMRA Journal
Dear Rex

Ted Thoday's original 'open letter' proposed changes to the content, style, presentation and philosophy of Journal.

The September/October issue is the first copy of this, as Keith Wilcox on page 115 puts it, 'New Look Journal'.

The back-slapping between the Federal Committee and the Victorian Branch members can be heard as one staggers through the self-congratulatory drivel that seems to comprise the first few pages.

Nowhere, of course, is any credit given to the person who first started the ball rolling... but then, we seem to be getting used to being ignored by the gurus of the east.

The same gurus, let it be noted, who remain silent about the almost criminal waste of members' money they endorse through the utterly stupid continuation of sending out separate subscription demands, followed by separate issuing of membership cards.

Even kindergartens pack as much as possible into ONE envelope.

But to return to Journal...a different size is NOT what the proposed changes are all about...why are you so frightened of change? Not change for change's sake, but change because it's now 1982 and the 30s' look of Journal, including the logo, is long overdue for a revamp.

Gentlemen, I know and appreciate that you have spent many long hours working on the 'New Look Journal', but I regret that, in total contrast to the superlatives you all used in describing the end result, there is only one word which, in all truth, actually applies - appalling.

Paul Kehoe

The Editor
AMRA Journal
Dear Rex

Having just received my copy of Journal No 150, it being the first to be printed by our 'own printing section', I would like to record my appreciation of a job well done. Apart from the artwork, which was a little light in my copy, something which will no doubt be corrected in future editions, it was equal to most and better than lot of the commercial printings which we have had in the past.

All praise must be given to the band of Victorian Branch members, apparently most ably directed by Roger Lloyd, the Branch President, who not only conceived the idea of setting up a printery, but had the courage and energy to follow the idea through to fruition. Each and every member of AMRA should feel grateful to this small, dedicated band, who appear to have solved a most difficult problem for the Committee of Management, and, in turn, the whole membership of AMRA.

The decisions taken by the Committee of Management to retain Journal in its present form and to extend the publishing group should strengthen the Journal. We are also indebted to Gordon Duncan, the Managing Editor (trouble shooter in chief) and to the State Branch sub-editors. Between them, it is to be hoped that they will be able to increase the flow of copy for the Journal and greatly assist the existing publishing staff to put new life into our publication.

Let us not overlook the fact that the additional members of the publications group are to ASSIST the existing publications team who, over nearly 30 years, have given thousands of hours of their own time to keep Journal alive. I am sure that they will all be grateful

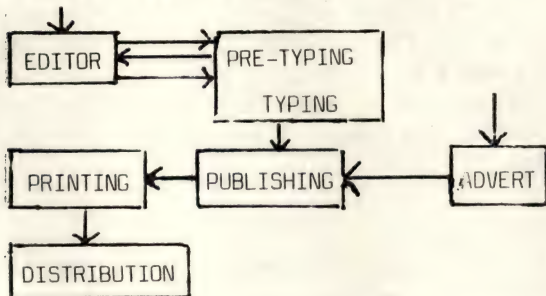
for any assistance which they get, as they will still have to do most of the work to keep things rolling.

Speaking of keeping things rolling, in the past, the main hold-ups in meeting projected publication dates were two-fold; they were as follows:

1 Dire scarcity of copy available to the Editor, who, quite often, had to delay publication dates until he could scrape up enough copy to go to press.

2 Time taken to have Journal printed by commercial printers (up to four weeks on one occasion). Printers appeared to treat Journal as a stop-gap job.

The additions to the publishing group, together with the take-over of printing by the Victorian Branch, should overcome these bottlenecks. Delays from deadlines to posting dates were certainly not due to 'paper shuffling', as some members seem to think. The route taken by copy from the Editor to distribution was, and still is, as far as I know, as follows:



Surely no hint of 'paper shuffling' here.

The introduction of plastic envelopes could well be an excellent idea, but I would respectfully suggest that before the Committee of Management make a decision on this matter, they consider the following points, if they have not already done so:

1 Effective overall saving, i.e. the cost of new addressing equipment, envelope sealing equipment, plastic envelope material and address labels against present costs.

2 Time saved, if any, in using plastic envelopes (we are still relying on voluntary labour for this job, too).

3 Can the new nameplate be obtained more quickly than those used at present (distribution staff have to hand address envelopes for new members, address changes, etc, until new plates come to hand - up to six months, sometimes).

One 'gripe' which the publishing group has to face up to far too often is that copy gets 'lost' in the system. To help overcome this trouble, I would suggest that, along with the introduction of sub-editors, a system of 'copy registers' be introduced, to operate as follows. Upon the receipt by a sub-editor of a piece of copy, it be registered and given a number, which number to be retained and used as a reference number, right through the system up to the publisher. Registration details could be as follows:

1 Number (consecutive numbers, plus a State initial, i.e. Q, N, V or W).

2 Title of article.

3 Author's name.

4 Date forwarded to the Editor.

5 Journal number in which the article is published.

The Editor should also keep an identical record, which could lessen his workload. Now that the Editor is required to acknowledge the receipt of all copy, he need only quote numbers instead of having to list details of the copy received. By referring to their respective registers, the Editor and sub-editors could keep regular checks on the progress of copy through the system. Correspondence regarding copy would also be simplified, registration numbers only being required for references in lieu of article details and authors' names.

Here's hoping that this letter will help members to appreciate some of the problems associated with producing Journal, and that it is instrumental in getting more members INVOLVED in Journal, even if this involvement is confined to writing something for publication in Journal.

Yours fraternally
Maurie McKinnon

The Editor
AMRA Journal
Dear Rex

In the 15 years that I have been a member of AMRA, I have taken a keen interest in the affairs of AMRA in general, and in the Journal, in particular, and have written a number of letters to the Federal Committee and to the Editor suggesting changes and, hopefully, improvements to the Association.

Hence, I have followed with great interest the current debate instigated by Ted Thoday's letter in the March/April Journal, from both letters in subsequent Journals and letters sent to the WA Branch. At this point I would like to congratulate the Victorian Branch on the initiative they have shown in taking over the printing of the Journal. I certainly hope that all their expectations are realised and they receive the support they deserve.

I would like to make two comments and a number of suggestions as my contribution to the debate.

Firstly, I felt the style and the wording of Gordon Duncan's reply to Ted Thoday's letter left much to be desired, and was an injustice to Ted, whose letter was written with AMRA's best interests at heart. Indeed, subsequent events have already made Ted's contribution a worthwhile exercise.

Secondly, despite the best intentions of the Victorian Branch, publishing Journal 'on time' will not necessarily improve the quality of, or the number of, contributions to the Journal. As I see it, bringing the Journal out on time will only help 'Pop Valve' as it will be possible to reply to a letter or comment in the previous Journal. I cannot see how bringing Journal out on time will encourage members to write articles, and the deadlines are so far in advance of the publishing date (6-7 weeks) that it would almost be impossible for Branch Reporters to write meaningful Branch Notes.

Below are a number of suggestions which I would like the Publishing Com-

mittee to consider, with the view to raising the quality of, and the quantity in, the Journal.

1 Read the appropriate sections from the last two years of the NMRA Bulletin to see how they handled the crisis with the 'Bulletin'.

2 Adopt a definite policy on the style and concept of the Journal, so it will not stagger on as the "poor man's NMRA Bulletin".

3 To emphasise that a new era in the history of Journal is at hand, change its name to a more appropriate and unique title, such as 'The (National) Mainline' followed by the words 'the official Journal of AMRA'.

4 Change to A4 size paper (as per AMRM) as soon as possible as not only is this the standard size, but will allow "Member's File" sheets to be included very easily.

5 Work in close association with the "Member's File" so sheets for the file can be printed as removable pages of Journal (Mainline) and also articles which contain information which members would like to keep for future reference be printed in such a way as they can easily be removed and placed in the 'File'.

6 Cut the lead time for Branch Notes, etc, back to 3-4 weeks so Branch Reporters can make mention of future events with some confidence.

7 Increase the input into Journal by the officers of the Federal Committee. The input from the Federal COM is at present so small that members could be excused for wondering just what the Federal COM does!

8 Write meaningful editorials on model railway themes and put reminders and other announcements from the Editor in regular column specifically for the purpose, "Editor's memos".

9 Cajole a number of members to edit 'special interest' columns as a regular feature in every Journal, e.g. Ted Thoday - EM column, Steve Malone on Sn3½, Dick Gutteridge on O scale. I see the role of these columnists would not

to be the writing of articles, but the compiling of hints, news, ideas, etc, pertaining to their particular 'special interest' from all the other persons sharing their interest.

A revamped, revitalised, more professionally set out Journal will in many cases be encouragement enough for members to make contributions, But I see one of the tasks for the Managing Editor is to actively solicit articles from the membership.

The need for Journal to be upgraded is not in question, but let's not apply a 'band aid' when major surgery is required. I would submit that a lower priced version of the current style of Journal is not worth the effort. The challenge for the Managing Editor and his crew is to produce a new style of Journal which will serve the needs of the membership, encourage the members to participate in AMRA activities and to entice non-members to join a great Association that has a lot to offer.

Yours sincerely
Graham Watson

The Editor
AMRA Journal
Dear Rex

Thank you for your acknowledgement of my letter of 14 October to Journal concerning the 'new look' Journal.

For the benefit of the membership in general, I herewith reprint the message you included on that acknowledgement:

'Perhaps every kindergarten cheats on Telecom? Category B articles must all be the same, or do you have different rules in WA to the rest of Australia?

Really, sir, if you're going to be facetious, at least be ACCURATE!

Your remark about kindergartens cheating on Telecom must refer to my comment about them 'packing as much as possible into one envelope'. My comment did not infer that the envelope was to be posted, it was a mere observation on the philosophy of communication

when in a situation where available funds are limited.

And the word may not have yet spread to the east, but Telecom actually looks after the telephones and Australia Post the mail.

I have just spent less than 10 minutes on the telephone inquiring after the regulations concerning certain aspects of Category B articles. I undertook this remarkably inarduous task because I must assume from your remarks about this subject that you are, rather loftily, telling me that it is illegal to enclose membership renewal forms and membership cards with Journal, as I implied should happen in my original letter.

WRONG!!!

Australia Post (the one which handles the letters, not the other mob) confirms that there are TWO ways of enclosing both renewal forms and membership cards with a Category B article:

1 The form or receipt is included with the article being posted and is overprinted with the words - Supplement to Journal xxx Issue for June/July 1982.

This is applicable to both the renewal and the receipt (membership card if you like!).

However, the second method is, of course, so simple and so obvious:

2 A portion of a page in Journal is a printed renewal form which the member fills in and cuts out (and on the back is a general ad or something similar which won't be missed. This before you start yelling about destroying part of an article or photograph), and the member then gives the form and the cheque to his Branch Treasurer, or posts it back to AMRA.

The next, but one issue (to allow plenty of time for the returns to be made) has a page which is similarly treated, but, instead of a renewal form, it is, of course, a receipt (or, if you must, a membership card), which the member can cut out or not as he/she will.

NATURALLY, only the FINANCIAL mem-

bers will receive this issue.

If the second part of the above is untenable, then merely return the receipt/card as described in (1) above as a supplement.

In any event, either system saves in excess of 1400 stamps (of whatever value), in excess of 1400 envelopes, in excess of 1400 licks to those envelopes which must save someone a hell of a lot of time!

Or is this also going to be thrown into the "change for change's sake basket"?

Come on... let's 'undig' our heels a bit and say - 'so far we've done a damn good job, but it's time for a COMPLETE rethink'.

It really won't hurt, you know!!!

Paul Kehoe

The Editor
AMRA Journal
Dear Rex

Concerning Mr Comerford's letter which appeared in AMRA Journal September/October 1982, with regard to adopting a single set of track and wheel standards throughout Australia, the history of this problem as I have heard it is as follows:

When standards were first considered by AMRA, it was proposed to adopt the American (NMRA) standards with any modifications that were necessary to suit local conditions and availability of components. To this end the Americans were approached out of courtesy and written permission was given to adopt their standards. Of course this makes a lot of sense because the widest possible use which is made of standards the better. However, there was an Australian Sub-Branch of the American organisation called the 'Southern Cross Region of NMRA', and they objected to AMRA recommending NMRA standards. I still find this difficult to believe.

Later this sub-branch broke away completely to become what we now know as the 'Southern Cross Model Railway Association' (SCMRA), and a rift grew up

between the two Australian organisations, fostered in my opinion by people more interested in playing politics than the task in hand.

AMRA standards always differed slightly from NMRA, but in 1975 the whole position was reviewed in great depth by two engineers who were also committee members in the Standards Association of Australia, a professional body. These two engineers were also modellers of some acclaim. The result of this review was that AMRA standards were rewritten in a very much more rational and understandable form by professional standards men. Changes in dimensions were made only where previously there had been irrationalities and even then the changes were small enough not to affect interchangeability of already existing components.

Our American counterparts were contacted on this subject and shortcomings of their standards pointed out. However, our correspondence with NMRA was received coldly to say the least, and they seemed to be very angry that anyone should point out what, to a professional, could be seen as absurdities. Also at the time, correspondence with SCMRA was entered into, but they did not even reply to the letter which I wrote on AMRA's behalf.

I believe that SCMRA now have a different committee who are much more inclined to mutual co-operation with AMRA, so perhaps the question of standards can be reopened.

I think that the biggest hurdle to overcome will be that of recommended flange profiles. AMRA and NMRA specifications are very nearly the same, except in this respect. Back in 1975 it was proposed that AMRA recommend the American RP25 flange profile which, to all intents and purposes, is a scaled down version of the prototype flange profile used on the railways of USA. This prompted me into writing a six-page letter as to what was wrong with the RP25 flange and persuaded AMRA instead to recommend a flange based on modelling first principles, rather than the needs of the

prototype. The two are quite different. In the prototype, the main consideration is wear, whereas the modeller is mainly concerned with track irregularities which are always much larger than the prototype equivalent.

There again the needs of the manufacturer of items aimed at the toy market are different from the 'fine scale' modeller. AMRA standards are the only ones, which I know of, which give special recommendations to manufacturers of table-top models.

I agree that a common standard should be adopted throughout Australia, if not the world. I suggest that this standard should be those specified by AMRA. If someone disagrees, let them say why. I am ready to talk and have been for seven years, not on behalf of AMRA, not on behalf of SCMRA, but on behalf of the hobby. So the ball is in your court SCMRA. Either come to the conference table or SCRAM!

Yours faithfully
Peter Betts

The Editor

AMRA Journal

Dear Rex

On several occasions the question of standards with regard to Australian produced kits and RTR rolling stock has been raised in both AMRM and Journal.

Perhaps I might be allowed to express a few thoughts.

It has been suggested that NMRA and AMRA standards should be abandoned and 'ONE Australian Standard' be introduced. This sounds great, but overlooks the fact that different people have different requirements and like doing things in a different way. For this and many other reasons it is inappropriate to force every Australian modeller into 'one standard'.

However, it should be possible to draw up a set of rules to which rolling stock should be manufactured. Adoption of these rules should allow for easy conversion to the different standards that are used.

When considering rolling stock, there are three main considerations:

- 1 The scale to which the body is produced.
- 2 The type of coupler used.
- 3 The type of wheels fitted.

Let us look at each one in turn.

SCALE

Fortunately this is no problem as most manufacturers use HO scale.

One important measurement that is often overlooked is the correct floor/buffer height above the rails. Some of Lima's Australian models, for instance, are about one scale foot too high.

COUPLERS

All models should be manufactured with the coupler pocket the correct height above rail level so that a Kadee coupler can be simply glued or screwed into place.

In order to satisfy the 'toy' market, a Rivarossi style European coupler should be produced that would also fit straight into this coupler pocket.

The Rivarossi style coupler does everything a Lima or Marklin coupler can do, but has the added ability of uncoupling over a magnet in the same way as a Kadee. Spare Rivarossi couplers can be bought for about \$1.50 per pair and made to fit.

WHEELS

The widely used 26 mm axle length should be adopted. This will then allow a wide range of locally produced and overseas wheel sets to be used.

Fine scale modellers have a wide choice of manufacturers to choose from.

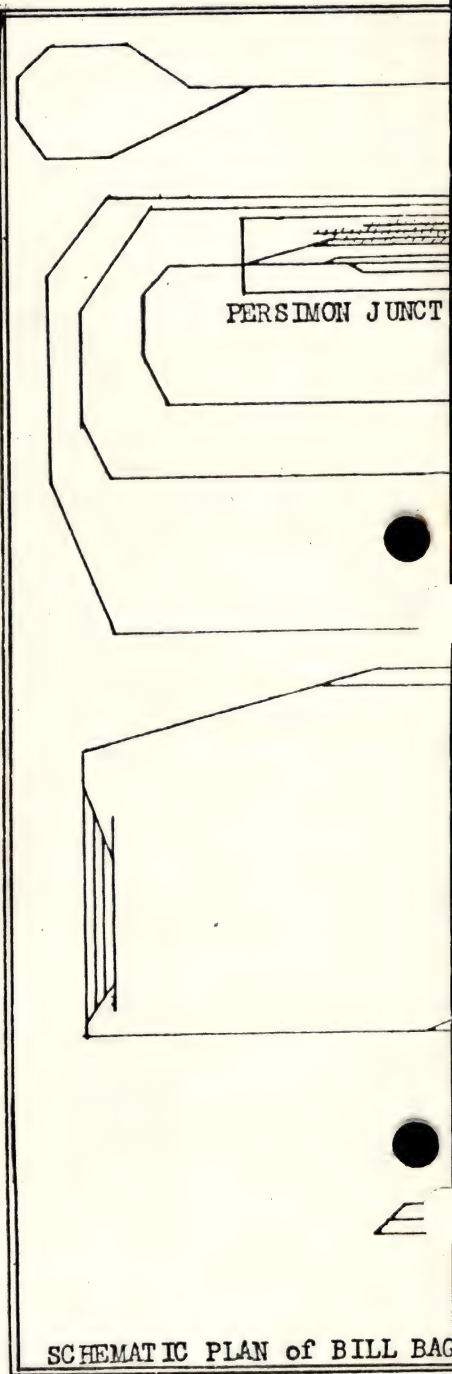
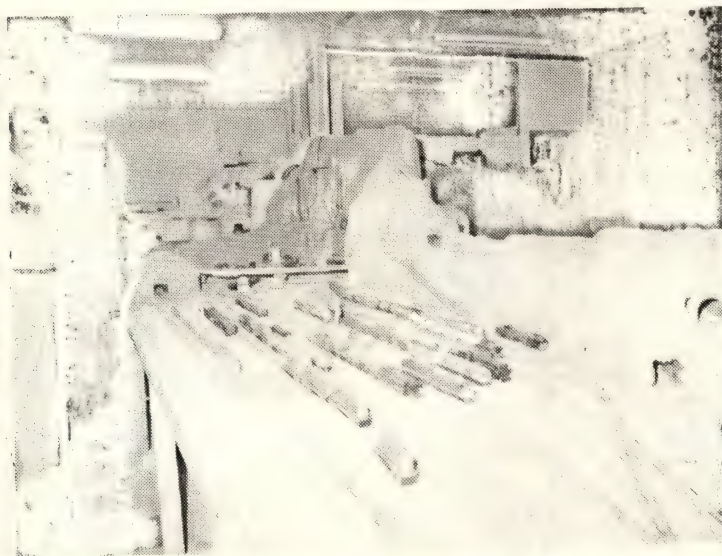
Those who use somewhat wider tolerances, such as AMRA standards, can substitute Sentinel wheels.

I firmly believe that if all manufacturers were to adopt the above guidelines, their products would be usable to the largest possible range of Australian Modellers.

Copy sent to AMRM.

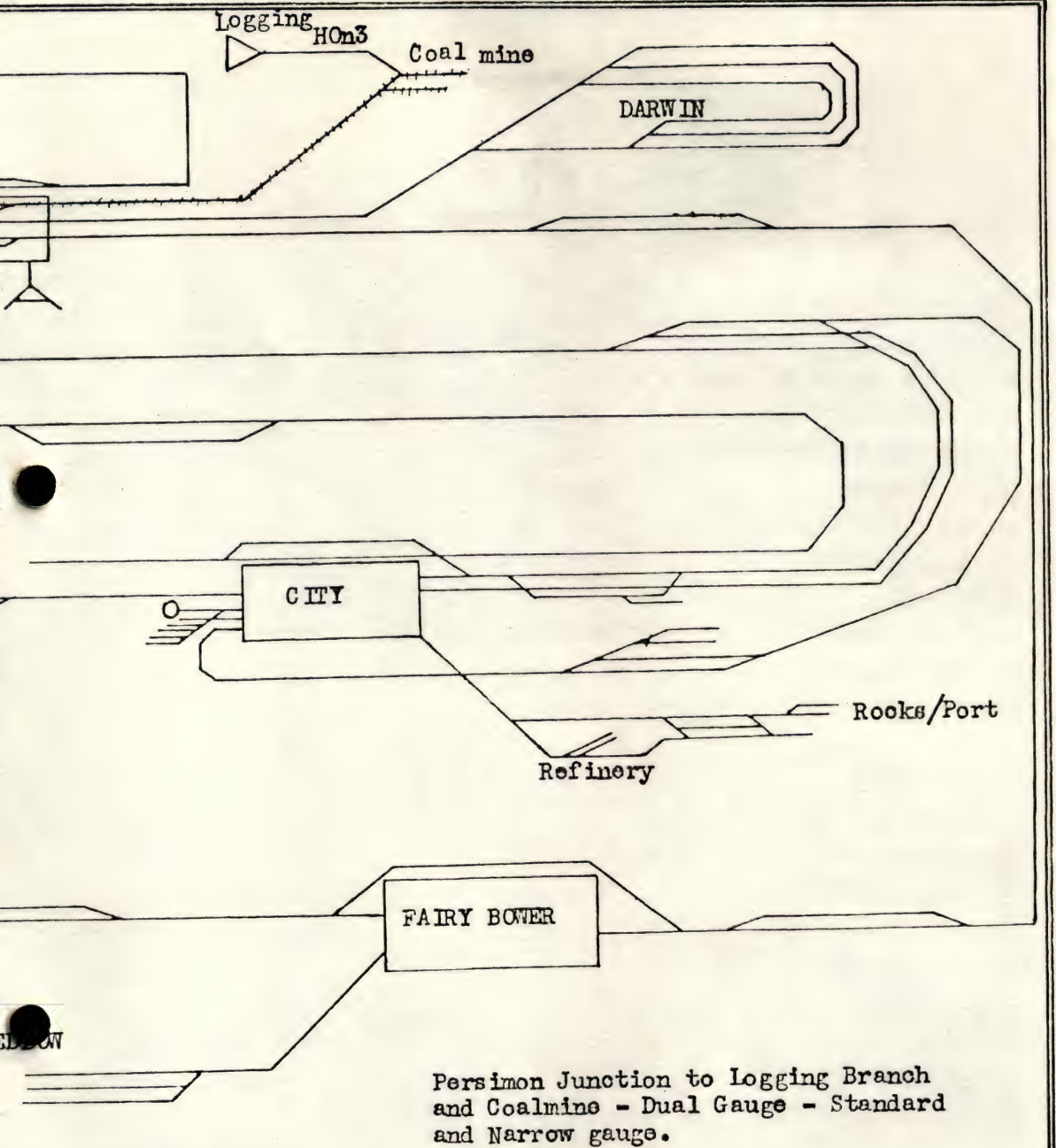
Bill Secker

A VISIT TO QUEANBEYAN



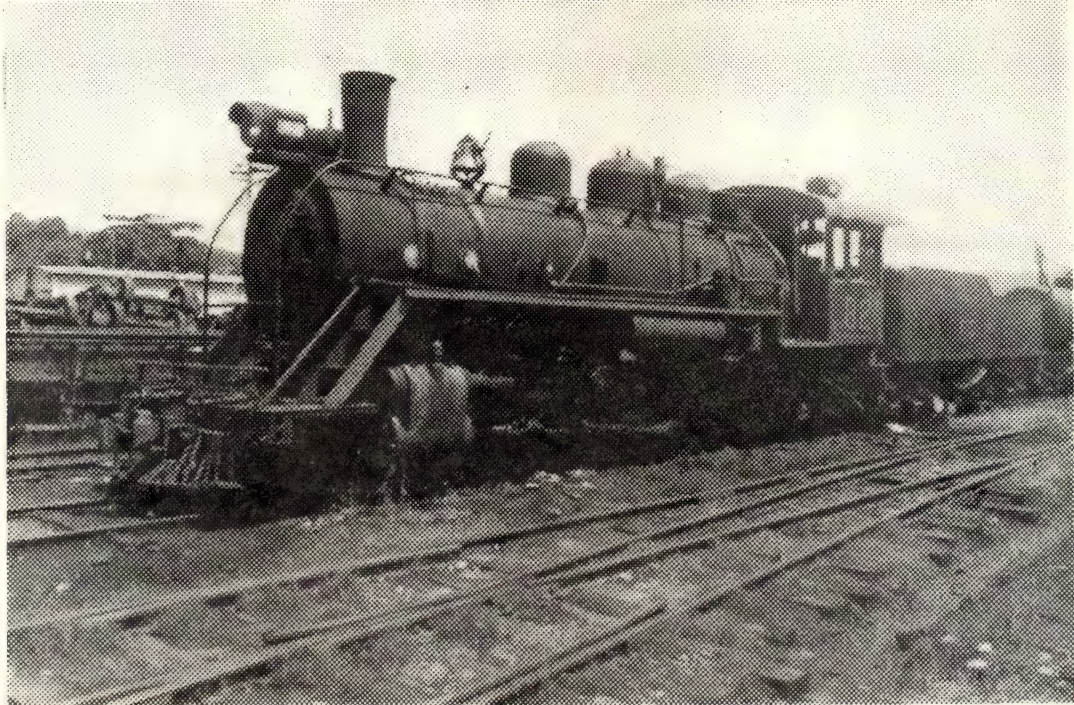
SCHEMATIC PLAN of BILL BAGGETT'S LAYOUT

Bill Baggett's layout at Queanbeyan is huge. It fills the four-car garage under his house, and will feature some spectacular scenery. These views of the partly completed layout might give some idea of what he is hoping to achieve. The scenery is hard shell plaster, as yet without colouring, except for the first wash near the loco depot. Track work is not yet completed, but despite the dust and other debris it is possible to run locomotives from end to end, a journey of nearly 10 minutes, without drama or finger poking on the lightly oiled track. Bill uses chain saw oil applied with a rag to keep his engines running sweetly on the many yards of track that has been laid.



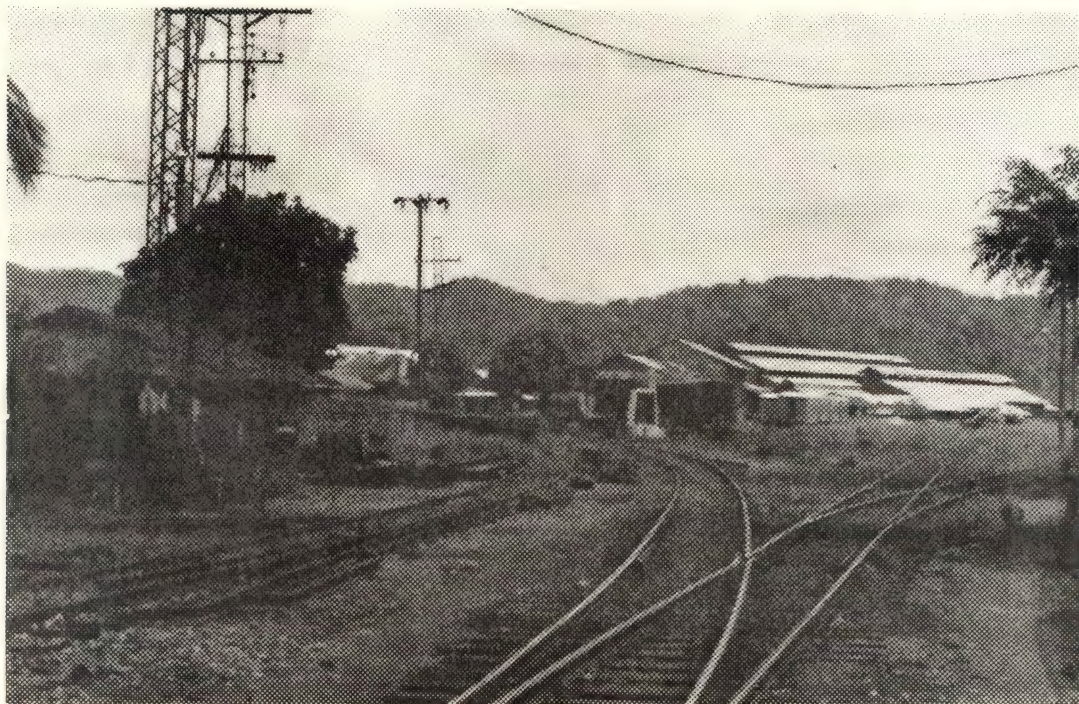
ELSON

ELSON LAYOUT - QUEENBEYAN



The remaining steam engine of the Banana Company at Golfito, Costa Rica. 250 000 cases of bananas are loaded on each boat.

Photo by Frank Peck



At Golfito, Costa Rica, the terminus of the line, with the line leading to the wharf where the bananas are loaded on to the waiting boat. Track gauge 50" or 1270 mm.

Photo by Frank Peck

NEPEAN SUB-BRANCH

Attendances at Sub-branch meetings are improving and members are invited to bring along their friends to the meetings at 7 pm on the 2nd and 4th Saturdays of each month, at the St Marys Community Arts Centre, Mamre Road, St Marys.

Many thanks to Phil Collins for the film night that he arranged for us in September. There will be other film nights in the New Year. Thanks also to Colin Steele for giving us a slide show that included pictures of every 38 Class loco ever built, in various designs and liveries.

Steve Chapman is compiling a film album of pictures of past sub-branch exhibition layouts. If you have any pictures that you can spare to go in it of our activities or of railway interest in this area, please contact Steve.

HO running is available on the modular layout on most meeting nights. Bring something to run. It is planned to hold scratchbuilding clinics if members are interested.

The purchasing of a box trailer for the use of members wishing to bring modules to meetings, and for attending exhibitions, has helped to solve our transport problems.

We plan to build a new N gauge layout, approximately 10' x 6', with American type scenery, to be constructed in modules that will fit in to a 7' x 5' box trailer, with shelves to take three layers of layout each side, allowing space for supporting legs, controllers, etc, in the middle. Your help in designing a track plan for this layout would be most welcomed. Send your ideas, plans and diagrams to AMRA Nepean Sub-Branch, C/o M Guest, 31 Birch Street St Marys 2760 NSW. The old N gauge layout will be dismantled and should provide a lot of useful parts for the new one. Please do not include cross overs in your plan; they gave a lot of trouble and will not be reused in

future. No prize for the best plans, I'm sorry. The choice of plan will be decided by popular vote at the Annual General Meeting that will be at 8 pm on Saturday 12 February 1983 at the St Marys Community Arts Centre.

Your idea could be just what we are looking for, so put pencil to paper and send me your entry.

M Guest

DID YOU KNOW?

by Gordon Duncan

That ordinary domestic dressmaker's pins make good pivots for articulated joints? They average about 0.020" to 0.021" diameter (use No 75 drill). If you want to use them as a rivet and bend the inside end over, just hold them in the flame of a cigarette lighter until they discolour (use pliers) and they will bend easily.

That you can save yourself a lot of annoyance when soldering pins in valve gear linkage or similar - which usually results in the whole thing becoming stuck together - by interposing a tiny piece of aluminium foil between the parts. This also gives an amount of clearance equal to the thickness of the foil and prevents binding. Tease the foil out after you have finished, of course!



Pop valve continued from Page 163

The Editor
AMRA Journal
Dear Rex

REPLY TO THE LETTER OF SCMR/AMRM

With at least 30 years and more of experience in modelling, and especially scratchbuilding, I feel that the

suggestion coming from SCRMA/AMRA is consistent with their sponsors - the NRMA. Whether the connection is real or severed does not matter; these are the same people who are being attached to the cultural imperialism of commercial television; these are the people who gave you (and me) 11 November 1975; these are the people who live in Godzonecountry and for whom we are all 'lesser breeds within the law' - their law.

What has this got to do with model railways? As I understand it, the SCRMA/AMRM suggested amalgamation - on their terms - of the two modelling organisations. The amalgamation is, of course, in the best Galtieri tradition (remember Galtieri?) and, of course, that of Teddy with the big stick (other names and personages on request - there are millions); the main precept of it is, I offer you amalgamation on my terms. The terms are those of the lion and the lamb, the tiger and the doe, the shark and the fish: they all offer amalgamation on their own terms to incorporate the other into the superior (?) being.

Now, let us look into some details what they can offer in modelling terms. A set of standards - the AMRA has one too, closely resembling (almost identical in spite of independent engineering research!) that of Morop NEM. The NRMA has its own. My guess is that the SCRMA/AMRM uses the NRMA standards, such as they are.

I have tried them all. The AMRA standards - wheel on track - as well as the Morop NEM do work.

NRMA does not. Not even the new and much touted RP25. My aim in running trains which I make is that they should work. NEM-AMRA standards do work.

NRMA standards do not track, at least this was my (and many others) experience.

NRMA - SCRMA - AMRM standards do not seem to condescend to realise that, although you can scale down from the prototype the dimension, it is not poss-

ible to translate these to materials: a coach body for most other building materials from which rolling stock is made, scaled down, would amount to cigarette paper thickness, which it is possible to model with only one material that I know of for dimensional strength: pure titanium sheetmetal. Did anyone try to make a hole in titanium?

For the SCRMA - AMRM types, the only prototype, in general, worthy of following are those which exist in Godzonecountry. Australian prototypes are not really proper, they are colonial and provincial, the attitude of the true backside licker, or an expression of the genuine cultural cringe brought about by cultural imperialism. UP? oh yum-yum! NYCRR? Oh, heavens! RENFE -- WHAZZAT? FO? who ever heard of that? QCR, WAGR, or the many little lines out of Queenstown or Zeehan, all different and many different gauges, with passenger and goods services, with modelling facilities and chances which perhaps may be copied in places like Colorado (and in southern Yugoslavia until recently) on 600 mm gauge mainlines with several pairs of expresses daily - they do not exist. Why not? Because NRMA standards and outlook do not allow their existence. They are not part and parcel of that Holy Land, Godzonecountry. But again NRMA standards would not work and do not work on HO (600 mm prototype gauge, or 2'6" if you are nostalgic).

The aim of the proffered amalgamation is submission - after all the price of the submission for the doe to the tiger, for the fish to the shark, for the cat to the mice is the same. The one who submits ends up as excreta. NRMA - SCRMA - AMRM excreta. Let us keep our independence, after all having a similarity with the NEM is a small price to be free and not be someone else's end product - excreta.

I M Laszlo

BRANCH NOTES AND STATE NEWS

NEW SOUTH WALES BRANCH NOTES

Now that the Branch's 20th Exhibition is over, I can find the time to write a few words for Journal. This year's exhibition was a great success in terms of quantity and quality - we had 54 exhibits, of which some 30 were working layouts. The best layout award and the most popular layout award went to the Lullworth Cave layout, presented by Peter Betts.

The best N gauge layout and the best proprietary layout awards went to the Central Bridge Railroad layout by Brian Moore. The best NSW prototype club layout award went to the Newcastle Tramway Museum for their tramway layout and the award for the best NSW prototype layout entered by an individual went to Wells Street, entered by Ken Richardson.

Back at the Clubrooms, work is continuing on all the layouts and the wall layout is at last getting scenery on it. We will again be running this layout to a timetable on 20 November. The Hawkesbury layout performed faultlessly over the exhibition weekend and the new controllers worked well. The N gauge layout also performed without fault and carried a wide variety of trains, ranging from a NSW passenger train to a 22-car Union Pacific coal train.

Work still continues on the O gauge layout, with Norm Read and his helpers working most Wednesdays. Since the layout commenced operation early this year, we have constantly seen additions to the system; at present a train detection system is being installed and when

this is completed, the already built branch line will be added.

We will be visiting Clarence Tunnel and Zig Zag on Saturday 13 November; a party will depart from Sydney Central Station at 0715 and return on the 1815 train from Lithgow, arriving back in Sydney about 2108 hours, providing the trains run on time.

Don't forget the auction on Saturday 4 December; this will be the last auction of the year and will be a chance to buy or sell whatever you want before Christmas.

Talking about Christmas, it's getting about that time of the year again, so I will take this chance to wish everyone a Merry Christmas and a Happy New Year.

With these few words, I'll conclude this report and get back to my studies - for those who don't know, I'm a final year High School student.

Hope to see you all soon.

Bob Gioia

PRESIDENT'S PAGE

By now you will have observed that 'Smoke Signals' has been registered by Australia Post as a publication - this gives us access to cheaper postal rates and effects a considerable saving in costs.

The NSW Branch membership mailing list has been placed in a computer which will sort and print the address labels in Post Code order, making it a simple matter for the mailing to be pre-sorted as required by Australia Post. I would thank my son Rob for making his computer available and for setting up the necessary program, and once again I would thank my wife Dulcie for entering the information into the computer memory.

The first issue of the 'new look' Journal should arrive soon and the members of the Victorian Branch are to be congratulated on their vision and enterprise in taking over the publication and printing of Journal. Together with the other members of the Management Committee, I wish them well in their endeavours and would encourage all NSW members to contribute articles, drawings, etc, to Journal. All contributions should still be sent to -

Rex Little

PO Box 46

NUNAWADING Vic 3131

'Smoke Signals' will be continued in its present form as a newsletter, at least for a period, as your committee believes we are morally bound to do by our recent acceptance of sponsorship.

I would remind members that 'Smoke Signals' is purely a newsletter giving information on past and future activities within the Branch. Because of this, I have refused offers of articles for publication and have suggested that they be forwarded to Journal for the benefit of the wider membership of AMRA.

Bob Wardrop

PRESIDENT

CLUBROOM NEWS

The storage shelves have been completed and the existing curtains have been rehung in front of them. We would express our thanks to Mrs Fred Green who sewed two sections of the curtains together and mended a tear.

The Ladies Auxiliary has undertaken to provide two curtains to screen those areas on either side of the existing curtains. This will complete the project.

Fred Green has also been busy with the brush, painting the new doors leading into the main hall and also the skirting boards and architraves. Thanks Fred.

The only portion of the Clubroom still to be painted is the set of stairs leading to the mezzanine area and the 'O' gauge system.

NSW BRANCH CONSTITUTION

Following the receipt of letters from Tom Parkes by both the Federal and State management committees, the Federal body resolved to obtain legal opinion as to the validity of the constitutions. The Branch management committee resolved to await the receipt of that legal opinion before proceeding to consider further amendments.

The advice to hand is that the NSW Constitution is valid as it stands, but that Clause 12 of the Federal Constitution and Clause 4 of the State Constitution are badly drafted and should be revised. Your committee is awaiting advice as to the form the amendment should take.

NEPEAN SUB-BRANCH

We are pleased to have received advice that the Nepean Sub-Branch once again has a regular meeting place.

Meetings are held at 7 pm on the second and fourth Saturdays of the month at the St Marys Community Art Centre, Mamre Road, St Marys, next to the Memorial Hall, and just around the corner from the Great Western Highway.

The new venue is more conveniently located than the old clubroom at London-derry.

Running nights are being held, so take along an HO loco and join in the fun.

A film night is planned for Saturday evening, 25 September, commencing at 7.30 pm. The program will include some films of NSW steam trains. Members and their friends are invited to attend.

For members who may wish to make contact with Nepean Sub-Branch, the Secretary is Mike Guest of 31 Birch Street, St Marys 2760, telephone 623 8780.

MODELLING COMPETITION : 3 JULY 1982

The results of the competition were as follows:

KIT BASED LOCO:

- 1st David Bennett - - NSW 442 class 'N' gauge
 2nd Eric Laurie - internally detailed Deltic loco '00'
 3rd Eric Laurie - roundhouse American 2-8-0 loco 'HO'

KIT BASED ROLLING STOCK:

- Only entrant Eric Laurie - Santa Fe Caboose 'HO'

SCRATCHBUILT STRUCTURE:

- Only entrant David Bennett - 'N' scale 4 aspect colour light signal

The attendance was good, but only a small number of models was presented for judging. All members present enjoyed an evening of good fellowship and some members ran models on the layouts.

Due to the small number of entries being received, your Committee may have to give consideration to reducing the number of competitions to two a year. Surely we can have enough entrants to make it worthwhile continuing four competitions per annum.

The progressive point score for the modeller of the year trophy is as follows:

David Bennett	14 points
Graham Middlemiss	10 points
Eric Laurie	8 points
Tony Smith	3 points

THE TED GRAY JUNIOR MODELLERS TROPHY

Ted Gray, the first organising chairman (President) of AMRA (NSW) Branch and a member for many years, has approached the Management Committee with an offer to donate a trophy to encourage junior modellers in AMRA (NSW).

The trophy will be presented annually at the Branch Annual General Meeting to the junior modeller having the highest aggregate point score for the modelling competitions held throughout the previous year. The models may be of any category associated with model railways, i.e. locomotives, rolling stock or lineside structures.

A junior modeller shall mean a modeller of school age, i.e. 18 years and under.

At this time it is still possible for a junior who has not participated in competitions this year to enter models in two or more categories of the October competition and win this trophy.

OK boys - how about those entries for the October Modelling Competition.

MODELLING CLINICS

The modelling clinics continue to provide interest and instruction.

At the July clinic, Jack Parker introduced the topic of plastic kit construction and showed some early kits dating from the 1950s. These kits, mostly of pieces of balsa wood which had to be cut and shaped, illustrated the great advances made in the hobby since that time.

Phil Kelly followed Jack and discussed the building of epoxy resin and injection moulded styrene kits.

MRC, Friedmont and Workshop Five models were displayed and demonstrated that the finished article reflects the time and effort one is prepared to put into the model.

Question time followed, and, with the answers, provided much interest.

One important point emphasised was the sparing use of correct cements (solvents) with styrene kits. Test your solvent on the discarded sprue before using it on the model.

Phil Kelly led the clinic on white metal and brass kit construction (7 August). Discussion centred around the use of various glues and soldering methods.

Generally, the method favoured with glued construction was to remove all flash and assemble the pieces together to ensure a proper fit before applying any glue or solder.

If using glue, use a super glue or contact cement to hold the parts

initially and then use two part epoxy such as Araldite (24-hour) to form a fillet on all joints and provide the necessary strength.

With soldered construction, the use of solders of different melting point alloys can be a big advantage. The main (heavy) parts are soldered first with the highest temperature solder and the smaller parts added with solders of progressively lower melting point.

Mention was made of the use of carbon resistance heating of small brass castings and the use of powdered solder for these parts. Proper cleaning of all parts is essential for either glued or soldered models.

FUTURE CLINICS

The clinics held during the past 18 months have mostly been of the demonstration or discussion format, and it believed the time has come to change to clinics where the members actually do something themselves, possibly after an introductory talk.

In line with this policy, the next clinic (Friday 22 October) will be a talk on basic electrical circuits, simple transistor theory and simple transistor controllers.

At the conclusion of this clinic, members will be invited to enrol in the following two clinics which will be the construction of a simple transistorised controller (Friday 22 November) and an inexpensive ammeter/voltmeter project on 26 February 1983.

The ammeter/voltmeter project will be a repeat of the clinic held a year or so ago. (The Ammeter and Voltmeter cost \$5.)

The enrolment is necessary so that the required number of kits of parts may be assembled for each project.

It is hoped that after this time, clinics will provide for the construction of various pieces of rolling stock or structures, but that will be in the hands of the new management committee to be elected in February 1983.

'HO' WALL LAYOUT

Bob Gioia is still at work on the layout. The mustard hills between Read and Warren have now changed colour again and now remind one of the rugged hills in iron ore country. Grass is now 'growing' on the layout in places where it has never been seen before.

Transistorised controllers have now replaced the resistance mats and should greatly improve the operation of the layout, especially for those models fitted with 'can' motors. Thanks for your efforts, Charlie.

LAYOUT NEWS

The 'O' gauge system continues to improve. The automatic turntable is now completed and operating, despite difficulty experienced due to the warping of the bridge.

Solenoid operated uncoupling ramps have been installed, also illuminated track diagrams at the operating stations. Trackwork now appears complete on the upper level and a tunnel mouth has been installed where the trains dive into the lower level storage sidings.

Ballasting and the installation of signalling system is proceeding.

'N' GAUGE NEWS

On 1, 2 and 3 September, the 'N' gauge layout was exhibited at the Wesley Centre in the city as part of the Mission's 'Spring Fair'.

After some difficulty getting the layout from the basement up to the 3rd floor level, it was set up consisting of the fiddle yard and the main layout.

It was the only model railway layout at the Fair and a number of people viewed it and took home some exhibition posters.

Problems with staffing the layout, due to the fact that it was on during the week, resulted in AMRA and SCMRA members jointly manning the layout.

I would like to thank our operators who gave up part of their school holidays and also our friends from SCMRA who gave up their time to be there.

D R Bennett

The 'N' gauge layout will again be exhibited at the Gynea Village Festival on Saturday 18 September 1982 where, with other layouts, it will be on display in the Commonwealth Bank.

This display is being arranged by George Bray of the Model Railway Centre, Gynea and we are participating to obtain publicity for our Exhibition in October. A large poster advertising our Exhibition will be displayed and hand bills will be distributed.

HAWKESBURY LAYOUT

Due to the efforts of Phil Kelly and Bruce Norton, with some assistance from others, Hawkesbury has now been rewired and fitted with new transistorised controllers.

Ken Edwards is retouching the scenery and Bruce Lovett is giving the Hawkesbury River Bridge some maintenance.

The layout will again be displayed at our Exhibition, but sadly will this year lack operating signals, as there has been no time to install the 'twin T' system.

NAME BADGES

Members are encouraged to wear name badges at Club meetings and functions.

Unfortunately, the metal badges previously available are now too expensive.

Trafolyte name badges (white lettering on black ground) are now available at a cost of \$3.20 each. A batch of these badges was obtained recently.

If any other members desire to obtain badges, please see Bob Gioia at the Clubroom, who will arrange to include your badge in the next batch.

TIMETABLE OPERATION : FRIDAY 10 SEPTEMBER 1982

Phil Lee led this discussion and showed timetables he had prepared for use on AMRA's wall layout.

As Phil pointed out, there are two types of operation available to the modeller. The first is a system where the trains are operated in sequence with no regard to time and the second is where the layout is operated to a timetable with reference to time (usually a fast clock).

Questions and answers with discussion followed, including some discussion on the number and whereabouts and proposed purpose of unused railway tunnels in and around Sydney.

A PROPRIETARY LAYOUT

The influx of a number of new young members has again highlighted the need for a layout on which proprietary models, such as Hornby, Triang and Lima equipment can operate.

Another need is some way of encouraging and helping novice members to improve their skills.

Your Committee believes these two needs can be met by the development of a modular layout. AMRA will provide four right-angle curved modules and two straight modules. Members will be encouraged to build their own modules which they will work on at home or at the Clubrooms and bring the modules to Rockdale for running sessions, as well as for guidance and assistance with any problems they may have.

It is thought that Peco set track should be used on the modules, but if members have other track and points available, such as Hornby or Lima, these may be used - the only criteria being that the point work will accept all models accepted by Peco set track.

Each member would be free to design his own track layout, i.e. some may build a module with only main lines

and sidings, while others may desire to have only the main lines and a passenger platform.

The only restrictions on the design of the modules will be that they are of a uniform size - 600 mm x 1200 mm (2' x 4') has been suggested - and have track spacing such that all modules may be linked together.

AMRA will supply a transformer to provide 18 V, d.c., to all modules which will be connected to each other by a simple system of plugs and sockets.

George Bray, Norm Read and Bob Wardrop have been appointed by the Management Committee to act as advisors on this project.

If you are interested in this venture, come along on Friday 8 October and join in the discussion to launch this project.

PROGRAM

NOVEMBER AND DECEMBER 1982

NOVEMBER

26 Fri Modelling Clinic. Construction of transistorised controller

DECEMBER

4 Sat Auction. All items for sale to be registered by 2 pm

10 Fri Layout operation

18 Sat Layout operation

24 Fri Christmas Eve - NO meeting

Meetings at Clubrooms, Chapel Lane, Rockdale, are held on 1st and 3rd Saturdays and 2nd and 4th Fridays. Meetings, unless otherwise specified, are -

Fridays 7.30 to 11 pm

Saturdays 2 to 5.30 pm

Visits and inspections will, where possible, be arranged for days when there is no meeting at the Clubrooms.

Please Note: LAYOUT OPERATION: NSW or Timetable operations refer to Wall layout. Hawkesbury and 'N' gauge layouts will also be available for operation for members' equipment on all occasions, unless withdrawn for Exhibition. The 'O' gauge layout is now

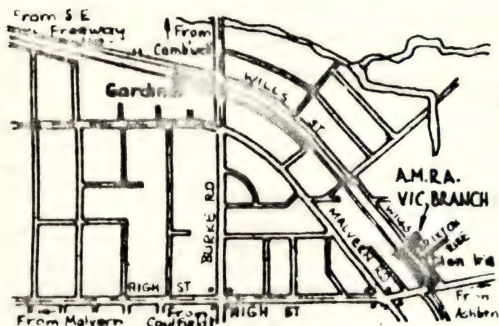
operating.

NOTE: AMRA (NSW) CLUBROOMS TELEPHONE NO IS - 59 1899.

All correspondence regarding NSW Branch matters should be addressed to -
The Secretary
AMRA NSW Branch
PO Box 194
ROCKDALE NSW 2216

VICTORIAN

BRANCH NOTES



Most of the news and coming events have had a mention in the President's message. However, did you know about WAHL CLIPPER OIL, the stuff that our American counterparts have been raving about for some time? They use it for track maintenance and general lubrication with excellent results. Wahl Oil is available at 'Willsland' at \$2 per 4 oz can (enough to last the average modeller for about 12 months). For those who can't attend meetings, and would like some, it can be obtained from -
The Willsland Manager
6 Outlook Road
MT WAVERLEY Vic 3149
at a cost of \$2.85, posted in Victoria. (Please make remittances payable to AMRA, Victorian Branch.)

Willsland, for those that don't know, is the shop which we run downstairs in the layout room. Willsland sells key switches, relays, plugs, sockets and other electrical items suitable for the home layout. Willsland also caters for those who wish to sell rolling stock on a commission basis. Patronise and support Willsland, as any funds

made by the shop will be of benefit to Victorian Branch.

We are informed that the Arcade-Signal Box is no more, but operations are being continued, under new management, by Box Car Hobbies of 1/12 Victoria Street, Coburg Vic 3058, telephone 354 8519. The Manager is John Humphries.

Coming agenda items for the next few months are as follows:

NOVEMBER

28 Sun General running day, commencing at 2 pm

DECEMBER

5 Sun Operating day, commencing at 2 pm

9 Thur General meeting
Christmas meeting - running night
Model competition - H G Armstrong open modelling competition

26 Sun General running day, commencing at 2 pm

JANUARY 1983

2 Sun Operating day, commencing at 2 pm

13 Thur No formal meeting - Clubrooms open for running on the layout - no competition

30 Sun General running day, commencing at 2 pm

FEBRUARY

6 Sun Operating day, commencing at 2 pm

10 Thur General meeting
Topic - timetabling, Mike Formaine
Competition - model, your choice in seven categories

- photo, prototype fueling facility
13 Sun Working bee - general clean up of the Clubrooms, commencing at 2 pm

20 Sun Open day, Clubrooms open for BYO BBQ lunch and running on the Club layout, commencing at 10 am

About the agenda items; the Christmas meeting will be reasonably short

this year, because the awarding of trophies and certificates has been moved to the Annual General Meeting. This move allows more time to run trains. We would like all members to bring a plate as this meeting usually has a festive air about it.

The running days need some explanation - general running day is when you can bring along your trains to run on the Club layout. An operating day is when you can come and operate the layout in a prototypical manner with the rolling stock provided.

All the meetings and running days mentioned in the agenda are held at the Clubrooms, 92 Wills Street, Glen Iris, and there is adequate parking available in the railway car park opposite.

Sleeper

PRESIDENT'S MESSAGE

Firstly, I apologise for the light print of Journal No 150, but as the production team gains experience, we should see a considerable improvement in the print quality. We also hope to reduce production time by another week (we had a fault in the printer which held us up for over a week last time).

My thanks to Tim Dunlop, Gordon Duncan, Ron Thomas and Ken Down for their assistance.

The Victorian State News is being expanded so that all members can be better informed of the Branch's activities.

Another reminder for our open day to be held on Sunday 20 February 1983. An invitation is extended to all our members and all members of kindred societies and clubs to enjoy a social occasion and to talk trains. Bring your train if you would like to try the Branch's layout. The Club will be open from 10 am, and you may bring some food for a BBQ lunch.

If you will be visiting from country or interstate and it will be inconvenient

ient for you to bring your own meat, drop us a line and we will obtain some for you. Bring your wife or girlfriend.

I thoroughly enjoyed the main agenda item of our September meeting. Ray Brownbill screened a photographic slide with tape recorded commentary (audio visual) presentation produced by one of Ray's American correspondents, Bob Adler. For an amateur production, it was very well done and I hope some of our own members will be inspired to attempt a similar presentation featuring their own layouts.

Your President was one of nine Victorians who made the trip to Sydney for the NSW Branch Exhibition. I congratulate Peter Betts for winning the Victorian Branch Award for the best layout. Apart from the well engineered track work and rolling stock and superb scenery, the overall presentation was of a very high standard. The large crowds around Peter's layout refutes the oft repeated statement that point-to-point layouts are no good for exhibitions.

I was pleased to see Tony Walsham's entry, for the Federal Modelling Competition. This small diorama will be part of the newly formed Croydon (Victoria) Narrow Gauge Group's entry in our Camberwell Exhibition for 1983. If the rest of the layout is up to this standard, the layout should be hard to toss in the award for 'Best in Show'. Incidentally, Tony is also to be congratulated for having one of his photographs printed in the August edition of 'Model Railroader' magazine.

Country or interstate members who are visiting Melbourne, and would like to visit the Clubrooms are invited to give me a call on (03) 459 6508, and I will try to arrange it for you.

Roger Lloyd
BRANCH PRESIDENT

LIBRARY NEWS

If you saw me staggering in the other night, it was under the effect

of books, not alcohol; a load of periodical volumes back from the binder.

Railway Modeller 1981

Model Trains 1981

Continental Modeller 1979-81

Railroad Model Craftsman 1977-78, 1978-79 and 1980-81

Model Railway Constructor 1981

Model Railroader 1981

Australian Model Railway Magazine 1979-80
Trains 1970-72

Network 1980-81

Railways in Australia 1948-53

This last was published by Traction Publications and the Australasian Railway and Locomotive Historical Society. (Would this be an ancestor of ARHS?) Unfortunately, the set is slightly imperfect.

The first words in its LAST issue were, "Readers will be interested to learn that we have now acquired our own printing press. The economies which accompany this new arrangement should enable us to publish more or less regularly in future."

I feel almost ANY comment would be subversive.

On the book side we've also been flooded. Several more of Railmag's excellent little jobs.

Queensland Railways Locomotives

STA Railcars

Australian National Locomotives

(Tasmania)

AN Locomotives 1982 (SA and NT)

Coals to Hexham

Coals to Maitland

Newcastle's Steam Finale

The last three very handsome jobs, with smart coloured covers. All up to their usual informative standard.

Just arrived is The Great Northern Railway (Newcastle to Maitland) by R G Preston (Tender Into Tank and others) published by the NSW Rail Transport Museum. Apart from the detailed history it is fascinating for its then-and-now photographs.

In case you're thinking that we're all Hunter Valley freaks, we also have J W Knowle's Mount Morgan Rack Railway,

and Book 1 of Along the Line in Tasmania (Government Lines), which has revived a useful format not seen for a decade or so.

Closer to home is Down the Track with Puffing Billy, a glossy publicity job, but including specifications of the little NA's and some useful carriage outlines.

The only hard-cover in the batch is Peter L Bermingham's The ML2 Story, with everything you ever wanted to know about VR's B Class diesel electrics. Easy reading, and with a spectacular collection of photographs.

Brian Southwell
Librarian

VICTORIAN BRANCH ANNUAL EXHIBITION : MARCH 1983

The 1983 Exhibition will be held at the Camberwell Civic Centre, from Friday 11 March to Monday 14 March. The times are as follows:

Friday and Saturday - 10 am to 10 pm
Sunday and Monday - 10 am to 8 pm

The number of applications greatly exceeded the available space, which is a good sign for future exhibitions. We can only keep the public coming back each year as long as we can maintain a high standard display. There will be several new layouts, as well as some which have been seen before, including Norm Read's and Col Shepard's O gauge layout from Sydney. Due to the large number of applications, some layouts and stands had to be excluded or given less space. The Exhibition Committee has the responsibility of putting on the best balanced show for the public.

The roster supervisor for the Exhibition is John Frost. If you are able to help in any way with the Exhibition, even for only a few hours, make yourself known to John at any General Meeting, or put your name on the roster. Only put your name on the roster if you are NOT helping any private, commercial or other society exhibit. The roster is for an AMRA member who can man Vic-

torian Branch layouts, stands and other sundry duties related to the Exhibition.

If you cannot get to a General Meeting, or you are unsure whether you should be on the roster, contact John at -

8 Tristania Street
EAST DONCASTER 3109

Telephone 848 2236 7 - 9 pm

The roster is important because it enables us to plan for a good exhibition and gives us a guide for the catering arrangements. Remember, if you are manning AMRA stands, and you are not on the roster, there will be no meals.

The Exhibition is put on for the long term benefit of each and every member. Our display is the show case of AMRA to the public, so let's promote our Association in the best possible way. That is, with as much help from YOU, the members who make up the Association.

Bob Edwards
Exhibition Manager

PORT PHILLIP CONVENTION

To help tailor the Convention to the needs of Railway Modellers, the Convention Committee would be glad of some information from members.

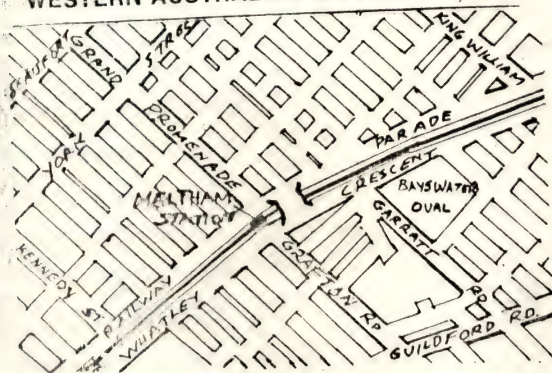
First, look back to Journal No 148 to the report on the Hobson's Bay Convention and go through the list of clinics and workshops conducted. Are there any you missed, but would have liked to attend; went to and would like to go to again; feel that are/were a waste of time? Let us know.

Second, are there any areas of modelling, running, electrics, electronics, etc, that were not covered that you think would be worthwhile?

Third, we need volunteers with expertise in the various areas who would be happy to share their expertise.

Write to Ron Thomas at 3 Sturdee Road, Black Rock 3193, or telephone 598 5858.

WESTERN AUSTRALIAN BRANCH NOTES



"HERE'S YOUR CHANCE"

The Exhibition Roster Form which appears with the October Branchline brings to mind the fact that we need up to 20 persons at any one time to run the Exhibition.

One wonders where all these people are going to come from when one considers that quite a number of AMRA 'regulars' will be entering their own exhibit/layout.

Obviously the people needed to run the Exhibition must come from the numbers who choose not to be regular attenders at Branch meetings.

To these members, both city and country, we extend an invitation to become involved in this one aspect of the Branch's activities.

Experience has shown us that quite a number of members who took advantage of the chance to become involved at the Exhibition have since become regular attenders at the Branch activities - all that was needed was the motivation of a major event to 'break the ice'.

So if you are one of those 50% of our membership who have had little contact with the Branch, but would like to become involved, even if only in a small way - here's your chance!

Graham Watson

LIBRARY NOTES

Since the last issue of 'Branchline' appeared, the following magazines have been added to the stock of the Club library:

Railway Modeller	June, July 1982
Model Railroader	May, June, July 1982

Australian Model	
Railway Magazine	August 1982
Continental Modeller	May/June 1982

The stock of the library is available to members at any Club meeting, and if you wish to borrow or return any books or magazines, please contact either my assistant, Arno de Smalen, or myself, at any meeting.

Simon Mead
Branch Librarian

'OO' GAUGE LAYOUT NOTES

Tracklaying on the new fiddle-yard has now been completed and the wiring is progressing. Once the wiring is completed, we will be able to reassemble the layout and resume normal operation.

The Branch has recently purchased about \$500 worth of OO gauge equipment for use on the layout at displays and exhibitions. Our purchases include about 50 wagons, 10 coaches and 4 locos. All of this stock was chosen for its compatibility with the LMS theme of the layout.

Simon Mead
Branch Librarian

HAVE YOU SEEN

.....'Railway Modeller' for August 1982. If you're thinking of 'OO' in the garden, there are two articles in this issue you must read. What about a farm for your railway? Iain Robinson shows you how. Prototype information is given on Great Central Railway van composites and brake thirds of 1899 vintage and on the 'Tilbury' 4-4-2 tank locomotives of LTSR/LMS vintage.

.....'Railway Modeller' for September contains prototype information and drawing on Gresley's N2 0-6-2T, a timely

article as Mainline has just released their model of this loco. Another pair of articles covers the BR Class 50 diesels, prototype information (with detail photographs), detailing the Lima model and a review of the model is given in the 'News Special' section. There's more on constructing model buildings.

.....The September issue of 'Model Railways' contains Part 3 of Iain Rice's continuing series of motor surveys - this part covers the XT60 and Slimline series of motors. There's a further article by Alan Downes on modelling in card. Peter Denny describes semaphore signal construction for his famous 'Buckingham' layout. John Martin (not our one) explains how his scratchbuilt a 4 mm scale model of an Adams Radial Tank locomotive.

.....The July issue of 'Model Railway Constructor' has an article on converting a Lima DMU to a Class 121 - the article contains a fair amount of prototype information as well. Martin Goodall continues the series 'Building a Layout' with the second part on signalling, several descriptions of the functions of the prototype signals and where they are placed and why. The second part of J D Smith's series on the performance of locomotive mechanisms describes his methods of testing model locomotives. If you want to know what your locomotive should be, or is, capable of hauling, then this is the article for you! There is prototype information on the GNR twin articulated suburban coaches - drawings, photographs and numbering details.

This series of 'Have You Seen' has concentrated on the British magazines. Why? Because we do not have any other correspondents! How about it you modellers of the North American, Continental and Australian or any other railway? If you subscribe to the appropriate magazine(s), how about spending a few minutes to write up a brief paragraph giving the main interest articles, and having written it up send it to Graham Watson for inclusion in 'The Branchline'.

PROGRAM

NOVEMBER

24	Wed	General Club activities
29	Mon	General Club activities

DECEMBER

6	Mon	Auction (Note 4)
11	Sat	General Club activities
15	Wed	Light Railways of WA (Note 5)
18	Sat	Christmas BBQ (Note 6)
20	Mon	General Club activities
29	Wed	General Club activities

Times of meetings as follows:

Mondays and Wednesdays	- 8 pm
Saturdays	- 2 pm

The rooms will be open at least 15 minutes prior to starting time. All meetings will be held at the Club-rooms, upon Meltham Station, unless otherwise stated.

PROGRAM NOTES

Note 1: Let's get the Clubrooms back to normal as quickly as possible after the Exhibition.

Note 2: On these meetings, the library will be available and the Sales Cupboard will be open and of course there will be other modellers to talk to. These meetings will also be used to further develop the layouts and also for members to run their trains on these layouts.

Note 3: While the Exhibition is fresh in your minds, come along and pass on your comments, constructive criticisms and suggestions for the next Exhibition.

Note 4: Auction - for all your unwanted railway modelling gear. All items for auction must be declared by 2000 hours. No late items will be accepted. The rooms will be open at 1930 hours for this purpose. The auction will begin at 2030 hours sharp. Auction forms are available at the rooms - please fill these in BEFORE the night. The Branch will take 10% commission on all sales. MEMBERS ONLY PLEASE.

Note 5: Dave Whiteford and other

members of the West Australian Light Railway Preservation Society will outline the extent of the light railway system in WA.

Note 6: Christmas BBQ. Date 18 December. Time 6 pm onwards. Venue - your place may be?? Full details on the notice board and in the December 'Branchline'.

MARK YOUR MODELS

With the ever-increasing threat from the lunatic fringe who seem to take great delight in breaking into other people's homes, etc, and stealing their property, your Committee has been investigating ways of identifying the Branch assets, with a view to making the Police job a little easier in recovering and identifying items recovered.

The Police Crimes Prevention Bureau recommend the use of an invisible marker to mark ALL valuable items. The mark is only visible if scrutinised under ultra-violet light (the Police have the appropriate equipment for this). They recommend a 'Brinks Security Marking System'. Basically, this is a 'felt-tipped' type pen containing the marking ink, the appropriate instructions and hints on how to make the most effective use of the system.

The system is available from Allwest Security Services, 192 Cambridge Street, Wembley WA 6014 (telephone 09 381 7004). Both mail and phone orders are accepted. The price is \$11.

I've no doubt that your insurance company would welcome the fact that you have your property marked in this way. I don't know whether they might then offer reduced premiums - perhaps you had better ask them!

SALES CUPBOARD

P.V.A. glue - this has been a very popular item as we have now sold 60 litres. If you would like 2 litres of this glue for \$4, then add your name to the list on the notice board.

M.E.K. for gluing styrene sheet - 100 mls for 50 cents is still available.

If possible, please bring a suitable bottle.

We would like to find out if members would be interested in the Branch purchasing, in bulk, plaster, suitable for scenery, and selling it in smaller quantities to members. If you are interested, please let the Trade Officer know.

1 mm thick sheets of styrene are in stock again. The price has not been determined at this point in time, but it will be cheap.

Jack Kine's book, 'Miniature Scenic Modelling', has created a lot of interest. If you would like a copy of this book at a price which is \$2 below normal retail price, then see the Trade Officer as soon as possible.

Graham Watson
Trade Officer

BELMONT FORUM SHOPPING CENTRE DISPLAY

- To all those who gave of their time to move the equipment to and from Belmont and who manned the displays, THANK YOU.

Again, I received a number of very complimentary comments about the standard of the display and the professionalism of those manning it.

One member of the public made the comment that this was the first time he could remember seeing a display at a shopping centre, where the staff were not eating, drinking or smoking and where the stand was not littered with empty cups and full ash trays. There's a lesson here, and it will be applied very firmly at all our future exhibitions.

Well done, everyone concerned.

To those new members who joined as a result of seeing and talking to us at Belmont, and to all new members who have joined us recently, welcome to our Association.

If you will accept a few 'presidential' words, they are 'get involved and participate'. It's a lot of fun! Ask those who were at Belmont.

Thank you for all your efforts. Without you, these displays would not be possible.

Ted

CHRISTMAS BBQ

It has become traditional for the Branch to arrange a Christmas BBQ.

This is our once a year major family event, so make a note in your diary, or on the fridge door, or wherever. Saturday 18 December is the day from about 1700 to 2200 hours. The venue will be announced in the next issue of 'Branchline', but will probably be at a member's home, with a track pass to their layout thrown in. We might also bring some films - all for free.

BYO family, food and drink and enjoy a very pleasant evening.

QUEENSLAND BRANCH

Progress on the Branch's clubrooms

Progress on the Branch's Clubroom layout system is progressing rather well with most mainline track blocks hooked up to the panel at the despatcher's desk. After the bugs were removed from the electrical side of things, some very enjoyable running sessions have been experienced. One operating session saw some English OO, American HO, R Sn3½, NSW HO and Victorian HO running together - good to see. It is proposed that when a timetable system is worked out, special timetable operation days will be held, using Club owned rolling stock (Australia HO or QR Sn3½). All you do is bring yourself.

Enclosed is a rough sketch of the Branch's 16.5 mm trackage system. Track from the Exhibition layout around to M has been laid, wired and in operation. The double track on the exhibition layout need not be considered double, but single, allowing stations A and B to be considered separate.

This allows greater operational possibilities. The HO n3½ (12 mm) is a point to point system, with stations D, E and F.

G and L are junction stations taking the main or the branch into Terminus J. No final track diagrams have been considered past M. Section M is the 'time-saver' switching (shunting) puzzle layout (designed by John Allen), presently being built for the November/December 1982 Hobby Show. The Brisbane Hobby Show is to be held from Sunday 28 November to Saturday 4 December 1982 at the Wool Pavilion at the RNA Grounds similar to 1981. Sections are removable (J and M) for exhibition purposes.

The despatcher's (Control Clerk) desk has telephone contact with all stations, and controls all mainline stations and all mainline blocks, using walk around controllers. Stations A, B, J and L have local controllers for shunting.

The most popular train movement at the moment is point to point run from L to G, A, C, G, finishing at J and vice versa. Our aim is to keep everything as simple as possible and yet have versatility in operation - something we hope to achieve.

VISIT FROM NORTHERN NSW MODELLERS

A group led by Peter Sanderson of Ballina visited the Branch on Saturday afternoon 28 August. Modelling tips and experiences were swapped and shared and a good time was had by all.

MORE VISITORS FROM USA

Norm Read contacted us about a visit from Mr and Mrs Keslenski in August/September; however, they never turned up, but another American couple did and we had a great time sharing Vegemite, modelling ideas and concepts. Thanks to all those members who went out of their way to make their stay enjoyable.

MEETING NOTES

Generally speaking, there is usually someone in the Clubrooms every Thursday evening or Saturday afternoon. A workshop evening is programmed on the second

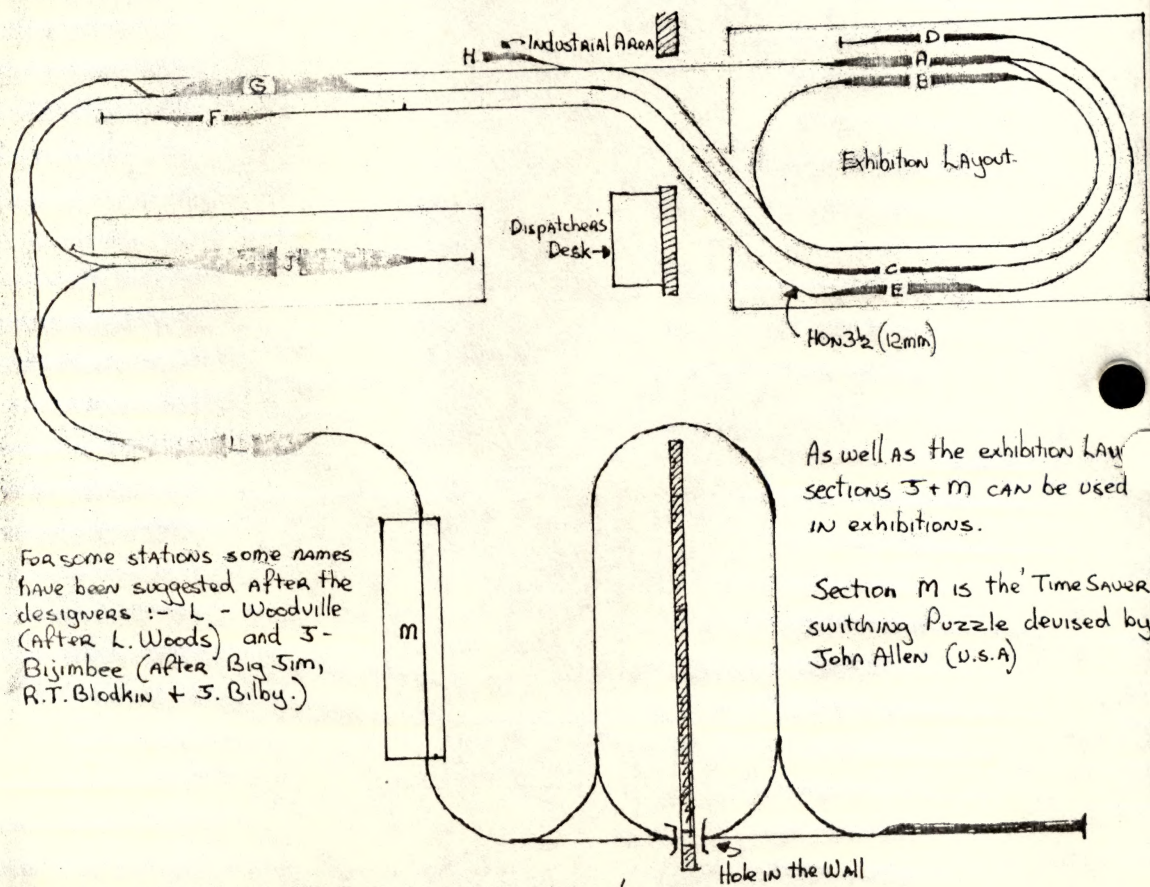
Thursday where members (usually Jim Fainges) share tips with those interested. On the third Saturday afternoon it's usually a running day, while on the fourth Thursday it's our monthly meeting. Here the COM report is given and may be a special activity or entertainment is organised. In November, past President Eric Lyon (well known to the old boys of modelling) will give an illustrated talk on his large railway envelope and stamp collection. One meeting not to miss.

GENERAL NEWS

The Clubrooms have been among a lot of activity recently. Electric trains started regular services in mid September, allowing members to arrive cool and comfortable at the Clubrooms. The following weekend saw the Warana and Festival 82 celebrations and parades, plus steam train tours hauled by BB18½

1079 for the opening of the Thornside-Lota Line. Within minutes at the Clubrooms, one could see three different types of motive power-steam, diesel and electric.

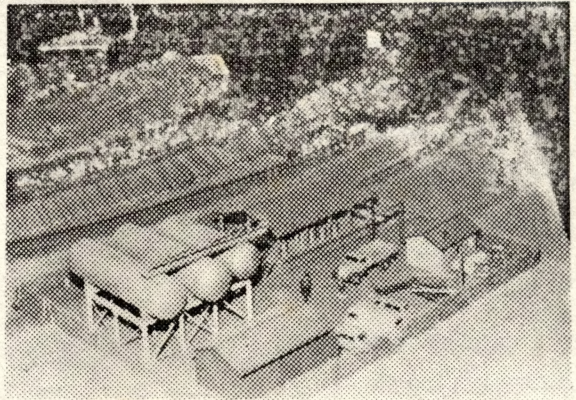
The Branch is noted for its camping weekends, usually these are held at the Border Loop where NSW trains climb a spiral to enter Queensland. Beautiful scenery gives many photographic opportunities. In between trains, it's 'everyone to the swimming hole' for lots of fun and relaxation. We've always been on the lookout for a fairly similar sort of camping location on the QR (better looking trains) and recently Don Warn, a Branch member for many years and Station Master at Landsborough, suggested a location just north of Landsborough in a National Park. We hope to look into this and may be give it a go.



A.M.R.A. Qld. Branch Clubroom Layout System 16.5 + 12mm



President Cec Wall (left) and Treasurer Arthur Hayes work on the new section A of the Exhibition layout.



A nicely detailed oil depot on the AMRA Exhibition layout built by Treasurer Arthur Hayes.



President Cec Wall works hard at the Despatcher's Desk.

Neil Johnman adds lining to his Sn3½ 1720 class diesel electric loco, using a ruling pen and enamel paint. The model runs on a Lima NSW 42 class mech which has been shortened slightly and a new body fitted.



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